

2017 Changes to the 2011 MMUTCD July 2017

The requirements for signing in Part 7 related to a school zone have been revised due to changes in MCL 257.627a which changed the definition of school. Under Public Act 446 of 2016 an education institution to which all students are transported in a motor vehicle no longer meets the definition of a *school* under MCL 257.627a. For such schools, a *school zone* of up to 1,000 feet from the school property line cannot be established under state law. The impact of this change in definition is that these schools no longer qualify for a reduced school speed limit nor the application of double fines for any moving violation under MCL 257.601b. In addition, the time for enforcement for those eligible school speed limits and the speed may change. Furthermore, revisions were made to Part 7 as noted in the Known Errors in the 2011 MMUTCD.


Summary of changes

- Page TC-17 added Michigan symbol next to Section 7B.18
Page TC-18 no change
- Page 19 Revised definition of school
Page 20 no change
- Page 731 Corrected MCL reference in Section 7A.02, paragraph 03A
Page 732 no change\
- Page 735 In Figure 7B-1 the image for the S3-1 sign has been replaced with the correct image
Page 736 In Section 7B.10, paragraph 03 inserted “, FINES DOUBLE (R2-6aP) or \$XX FINE (R2-6bP)” after “FINES HIGHER (R2-6P)” in the first line.
- Page 739 Revised MCL citation
Page 740 no change
- Page 741 Language shifted due to addition of language in Section 7B.10.
Page 742 Language shifted due to addition of language in Section 7B.10.
- Page 742a Deleted Section 7B.15, paragraph 03,. Revised MCL citation in paragraph 04a.
Page 742b In Section 7B.15, paragraph 05, inserted “or END DOUBLE FINES ZONE (R2-11a) sign” after “END HIGHER FINES ZONE (R2-11) sign”.



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PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS

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166. **Quiet Zone**—a segment of a rail line, with one or a number of consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded per 49 CFR Part 222.
167. **Rail Traffic**—every device in, upon, or by which any person or property can be transported on rails or tracks and to which all other traffic must yield the right-of-way by law at grade crossings, including trains, one or more locomotives coupled (with or without cars), other railroad equipment, and light rail transit operating in exclusive or semi-exclusive alignments. Light rail transit operating in a mixed-use alignment, to which other traffic is not required to yield the right-of-way by law, is a vehicle and is not considered to be rail traffic.
168. **Raised Pavement Marker**—a device mounted on or in a road surface that has a height generally not exceeding approximately 1 inch above the road surface for a permanent marker, or not exceeding approximately 2 inches above the road surface for a temporary flexible marker, and that is intended to be used as a positioning guide and/or to supplement or substitute for pavement markings.
169. **Ramp Control Signal**—a highway traffic signal installed to control the flow of traffic onto a freeway at an entrance ramp or at a freeway-to-freeway ramp connection.
170. **Ramp Meter**—see Ramp Control Signal.
171. **Red Clearance Interval**—an interval that follows a yellow change interval and precedes the next conflicting green interval.
172. **Regulatory Sign**—a sign that gives notice to road users of traffic laws or regulations.
173. **Retroreflectivity**—a property of a surface that allows a large portion of the light coming from a point source to be returned directly back to a point near its origin.
174. **Right-of-Way [Assignment]**—the permitting of vehicles and/or pedestrians to proceed in a lawful manner in preference to other vehicles or pedestrians by the display of a sign or signal indications.
175. **Right-of-Way Transfer Time**—when used in Part 8, the maximum amount of time needed for the worst case condition, prior to display of the track clearance green interval. This includes any railroad or light rail transit or highway traffic signal control equipment time to react to a preemption call, and any traffic control signal green, pedestrian walk and clearance, yellow change, and red clearance intervals for conflicting traffic.
176. **Road**—see Roadway.
177. **Road User**—a vehicle operator, bicyclist, or pedestrian, including persons with disabilities, within the highway or on a private road open to public travel.
178. **Roadway**—that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used in this Manual shall refer to any such roadway separately, but not to all such roadways collectively.
179. **Roadway Network**—a geographical arrangement of intersecting roadways.
180. **Roundabout**—a circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island.
181. **Rumble Strip**—a series of intermittent, narrow, transverse areas of rough-textured, slightly raised, or depressed road surface that extend across the travel lane to alert road users to unusual traffic conditions or are located along the shoulder, along the roadway center line, or within islands formed by pavement markings to alert road users that they are leaving the travel lanes.
182. **Rural Highway**—a type of roadway normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians.
183. **Safe-Positioned**—the positioning of emergency vehicles at an incident in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene, while minimizing, to the extent practical, disruption of the adjacent traffic flow.
184. **School**—an educational institution operated by a local school district or by a private, denominational, or parochial organization. School does not include an educational institution that the department of education determines has its entire student population in residence at the institution or to which all students are transported in motor vehicles as per Section 257.627a(1)(b) of the "Michigan Vehicle Code".
- (a) **School Crossing**—a crosswalk designated by the Michigan Department of Transportation, county road commission or a local authority as a place to be used by school children for crossing a street or highway as per Section 257.57a of the "Michigan Vehicle Code".
- (b) **School Crossing Guard**—a person 17 years of age or older authorized to supervise children using a school crossing as per Section 257.57b of the "Michigan Vehicle Code".
- (c) **School Session, Regularly Scheduled**—that part of a day scheduled for student instruction until final dismissal of the student body for that day as per Section 257.627a(1) of the "Michigan Vehicle Code".



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185. **School Zone**—school property on which a school building is located and the area adjacent to the school property that is designated by the signs per Section 7B.09. Except for a crossing on a state or county roadway with a posted speed limit of 35 mph or greater for a school in the area as described in Section 7B.12, the school zone extends not more than 1,000 feet from the property line of the school in each direction as per Section 257.627a(1)(c) of the "Michigan Vehicle Code".
 186. **Semi-Actuated Operation**—a type of traffic control signal operation in which at least one, but not all, signal phases function on the basis of actuation.
 187. **Separate Turn Signal Face**—a signal face that exclusively controls a turn movement and that displays signal indications that are applicable only to the turn movement.
 188. **Separation Time**—the component of maximum highway traffic signal preemption time during which the minimum track clearance distance is clear of vehicular traffic prior to the arrival of rail traffic.
 189. **Shared Roadway**—a roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.
 190. **Shared Turn Signal Face**—a signal face, for controlling both a turn movement and the adjacent through movement, that always displays the same color of circular signal indication that the adjacent through signal face or faces display.
 191. **Shared-Use Path**—a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.
 192. **Sidewalk**—that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians.
 193. **Sign**—any traffic control device that is intended to communicate specific information to road users through a word, symbol, and/or arrow legend. Signs do not include highway traffic signals, pavement markings, delineators, or channelization devices.
 194. **Sign Assembly**—a group of signs, located on the same support(s), that supplement one another in conveying information to road users.
 195. **Sign Illumination**—either internal or external lighting that shows similar color by day or night. Street or highway lighting shall not be considered as meeting this definition.
 196. **Sign Legend**—all word messages, logos, pictographs, and symbol and arrow designs that are intended to convey specific meanings. The border, if any, on a sign is not considered to be a part of the legend.
 197. **Sign Panel**—a separate panel or piece of material containing a word, symbol, and/or arrow legend that is affixed to the face of a sign.
 198. **Signal Backplate**—a thin strip of material that extends outward from and parallel to a signal face on all sides of a signal housing to provide a background for improved visibility of the signal indications.
 199. **Signal Coordination**—the establishment of timed relationships between adjacent traffic control signals.
 200. **Signal Face**—an assembly of one or more signal sections that is provided for controlling one or more traffic movements on a single approach.
 201. **Signal Head**—an assembly of one or more signal faces that is provided for controlling traffic movements on one or more approaches.
 202. **Signal Housing**—that part of a signal section that protects the light source and other required components.
 203. **Signal Indication**—the illumination of a signal lens or equivalent device.
 204. **Signal Lens**—that part of the signal section that redirects the light coming directly from the light source and its reflector, if any.
 205. **Signal Louver**—a device that can be mounted inside a signal visor to restrict visibility of a signal indication from the side or to limit the visibility of the signal indication to a certain lane or lanes, or to a certain distance from the stop line.
 206. **Signal Phase**—the right-of-way, yellow change, and red clearance intervals in a cycle that are assigned to an independent traffic movement or combination of movements.
 207. **Signal Section**—the assembly of a signal housing, signal lens, if any, and light source with necessary components to be used for displaying one signal indication.
 208. **Signal System**—two or more traffic control signals operating in signal coordination.
 209. **Signal Timing**—the amount of time allocated for the display of a signal indication.

PART 7

TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7A. GENERAL

Section 7A.01 Need for Standards

Support:

- 01 Regardless of the school location, the best way to achieve effective traffic control is through the uniform application of realistic policies, practices, and standards developed through engineering judgment or studies.
- 02 Pedestrian safety depends upon public understanding of accepted methods for efficient traffic control. This principle is especially important in the control of pedestrians, bicycles, and other vehicles in the vicinity of schools. Neither pedestrians on their way to or from school nor other road users can be expected to move safely in school areas unless they understand both the need for traffic controls and how these controls function for their benefit.
- 03 Procedures and devices that are not uniform might cause confusion among pedestrians and other road users, prompt wrong decisions, and contribute to crashes. To achieve uniformity of traffic control in school areas, comparable traffic situations need to be treated in a consistent manner. Each traffic control device and control method described in Part 7 fulfills a specific function related to specific traffic conditions.
- 04 A uniform approach to school area traffic controls assures the use of similar controls for similar situations, which promotes appropriate and uniform behavior on the part of motorists, pedestrians, and bicyclists.
- 05 A school traffic control plan permits the orderly review of school area traffic control needs, and the coordination of school/pedestrian safety education and engineering measures. Engineering measures alone do not always result in the intended change in student and road user behavior.

Guidance:

- 06 *A school route plan for each school serving elementary to high school students should be prepared in order to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic control plan for each school.*
- 07 *The school route plan, developed in a systematic manner by the school, law enforcement, and traffic officials responsible for school pedestrian safety, should consist of a map (see Figure 7A-1) showing streets, the school, existing traffic controls, established school walk routes, and established school crossings.*
- 08 *The type(s) of school area traffic control devices used, either warning or regulatory, should be related to the volume and speed of vehicular traffic, street width, and the number and age of the students using the crossing.*
- 09 *School area traffic control devices should be included in a school traffic control plan.*

Support:

- 10 Reduced speed limit signs for school areas and crossings are included in this Manual solely for the purpose of standardizing signing for these zones and not as an endorsement of mandatory reduced speed zones.
- 11 “School” and “school zone” are defined in Section 1A.13.

Section 7A.02 School Routes and Established School Crossings

Support:

- 01 To establish a safer route to and from school for schoolchildren, the application of planning criterion for school walk routes might make it necessary for children to walk an indirect route to an established school crossing located where there is existing traffic control and to avoid the use of a direct crossing where there is no existing traffic control.

Guidance:

- 02 *School walk routes should be planned to take advantage of existing traffic controls.*
- 03 *The following factors should be considered when determining the feasibility of requiring children to walk a longer distance to a crossing with existing traffic control:*
- A. *The availability of adequate sidewalks or other pedestrian walkways to and from the location with existing control,*
 - B. *The number of students using the crossing,*
 - C. *The age levels of the students using the crossing, and*
 - D. *The total extra walking distance.*



Standard:

- 03A **A roadway authority shall establish school crossings considered necessary for the safety of school children on streets and highways under their jurisdiction. The establishment of a school crossing shall be based upon a traffic and engineering study conducted by the authority having jurisdiction, in consultation with the superintendent of the school district. Having established a school crossing, the roadway authority shall erect school crossing signs, in conformance with the Manual on streets or highways under its jurisdiction, in consultation with the superintendent of the school district per Section 257.613a of the “Michigan Vehicle Code.”**



Support:

03B The “Michigan Vehicle Code” has the following provisions in Section 613a regarding school crossings.

MICHIGAN VEHICLE CODE (EXCERPT)**Act 300 of 1949****257.613a School crossings; establishment; basis; determination; notice; erection of school crossing signs.**

Sec. 613a. (1) Except as provided in subsections (2) and (3), the state transportation department, a county road commission, or a local authority shall establish school crossings considered necessary for the safety of schoolchildren on streets and highways under its jurisdiction. The establishment of a school crossing shall be based upon a traffic and engineering study conducted by the authority having jurisdiction, in consultation with the superintendent of the school district.

(2) If considered necessary under subsection (1) or pursuant to a traffic and engineering study conducted under subsection (4), a school crossing shall be established within a safe distance from a school located on a street or highway on which the speed limit is 25 miles or more per hour.

(3) Upon request of the superintendent of the school district, the following individuals shall meet at not less than 5-year intervals to consider whether a traffic and engineering study should be conducted to determine whether a school crossing is required under subsection (2):

(a) The superintendent of the school district in which the school is located or his or her designee.

(b) The head of the local authority having jurisdiction to maintain the road or his or her designee or, if there is no local authority, an individual designated by the director of the state transportation department.

(c) The chief of police of the local unit of government in which the road is located or his or her designee or, if the local unit of government does not have a police department, the county sheriff or his or her designee.

(4) If the individuals described in subsection (3) determine by unanimous vote that a traffic and engineering study should be conducted, the individuals shall notify the authority having jurisdiction to maintain the road in writing of that determination. If the authority is notified under this subsection that a traffic and engineering study should be conducted, the authority shall conduct the study.

(5) Having established a school crossing, the state transportation department, county road commission, or local authority shall erect school crossing signs, in conformance with the manual of uniform traffic control devices provided for in section 608, on streets or highways under its jurisdiction.

History: Add. 1978, Act 227, Imd. Eff. June 14, 1978;¾Am. 2004, Act 201, Imd. Eff. July 13, 2004. Popular name: The Jasmine Miles Schoolchildren Safety Act

Section 7A.03 School Crossing Control Criteria

Support:

- 01 The frequency of gaps in the traffic stream that are sufficient for student crossing is different at each crossing location. When the delay between the occurrences of adequate gaps becomes excessive, students might become impatient and endanger themselves by attempting to cross the street during an inadequate gap. In these instances, the creation of sufficient gaps needs to be considered to accommodate the crossing demand.
- 02 A recommended method for determining the frequency and adequacy of gaps in the traffic stream is given in the “Traffic Control Devices Handbook” (see Section 1A.11).





Figure 7B-1. School Area Signs

School Advance Crossing Assembly



S1-1



OR



OR



OR



OR



School Crossing Assembly



S1-1



School Zone Sign



S1-1



OR



OR



School Speed Limit Assembly



OR



OR



S3-1



S3-2



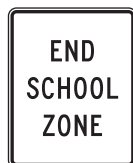
S4-5



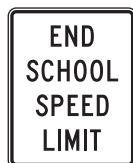
S4-5a



S5-1



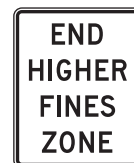
S5-2



S5-3



R2-10



R2-11



R2-11a

Section 7B.09 School Zone Sign (S1-1) and Plaques (S4-3P, S4-7P) and END SCHOOL ZONE Sign (S5-2)**Standard:**

01 If a school zone has been designated under Section 257.627a(1)(c) of the "Michigan Vehicle Code", a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2). The school zone extends not more than 1,000 feet from the property line of the school in each direction. If two or more schools occupy the same property or adjacent properties, one of the following applies, as applicable:

- (i) If the hours of instruction at the schools are the same, then a single combined school zone shall be established.
- (ii) If the hours of instruction at the schools are different, overlapping school zones shall be established.

Option:

02 A School Zone (S1-1) sign may be supplemented with a SCHOOL (S4-3P) plaque (see Figure 7B-1).

03 A School Zone (S1-1) sign may be supplemented with an ALL YEAR (S4-7P) plaque (see Figure 7B-1) if the school operates on a 12-month schedule.

04 The downstream end of a designated school zone may be identified with an END SCHOOL ZONE (S5-2) sign (see Figures 7B-1 and 7B-2).

05 If a school zone is located on a cross street in close proximity to the intersection, a School Zone (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school zone soon after making the turn.

Section 7B.10 Higher Fines Zone Signs (R2-10, R2-11, R2-11a) and Plaques**Standard:**

01 Where increased fines are imposed for moving violations within a designated school zone per 257.601b of the "Michigan Vehicle Code", a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 2B-3) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-2 and 7B-3).

Option:

02 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:

- A. An S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
- B. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Deleted C.**Standard:**

03 Where a BEGIN HIGHER FINES ZONE (R2-10) sign or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP) or \$XX FINE (R2-6bP) plaque supplementing a School Zone (S1-1) sign is posted to notify road users of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1), END DOUBLE FINES ZONE (R2-11a) or an END SCHOOL ZONE (S5-2) sign shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figures 7B-2 and 7B-3).

Section 7B.11 School Advance Crossing Assembly**Standard:**

01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.

02 Except as provided in Paragraph 3, a School Advance Crossing assembly shall be used in advance (see Table 2C-4 for advance placement guidelines) of the first School Crossing assembly (see Section 7B.12) that is encountered in each direction as traffic approaches a school crosswalk (see Figure 7B-4).

Option:

03 The School Advance Crossing assembly may be omitted (see Figure 7B-5) where a School Zone (S1-1) sign (see Section 7B.09) is installed to identify the beginning of a school zone in advance of the School Crossing assembly.

04 If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing assembly with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn.



Figure 7B-4. Example of Signing for a School Crossing Not Next to a School

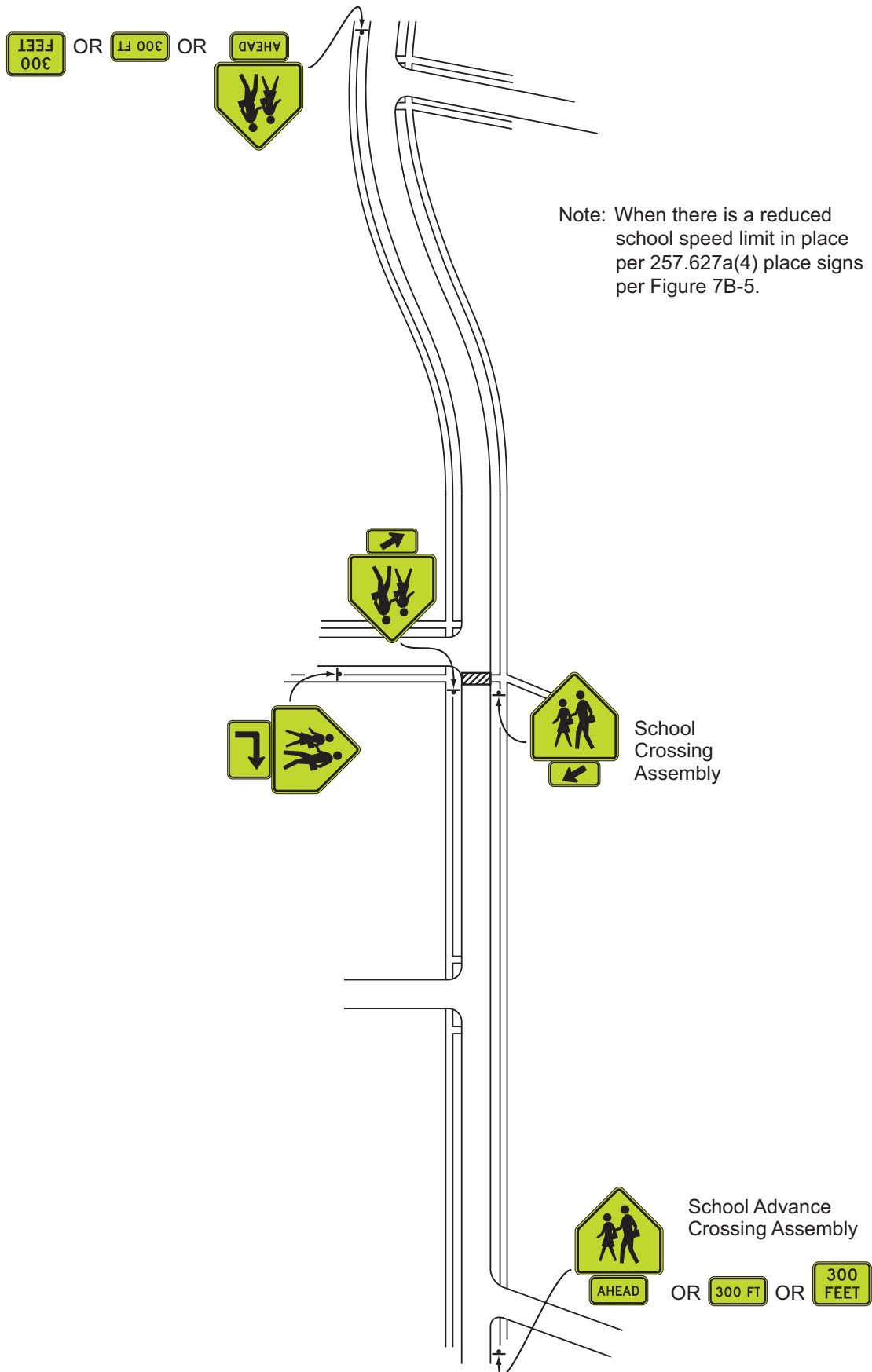


Figure 7B-5. Example of Signing for a School Zone with a School Speed Limit and a School Crossing

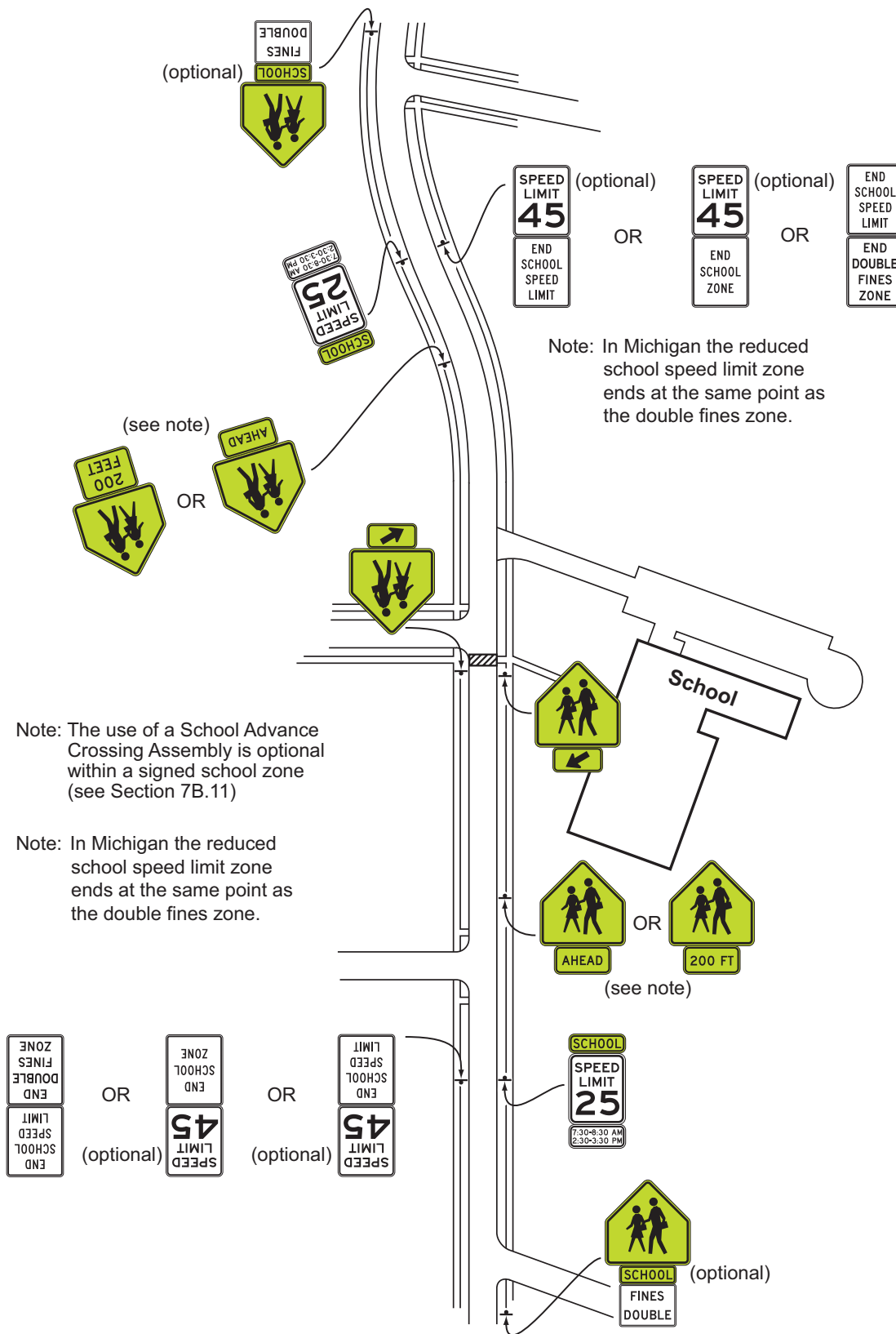
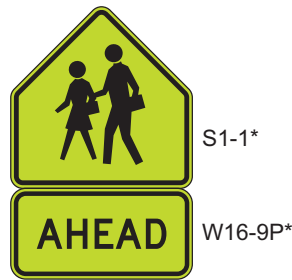




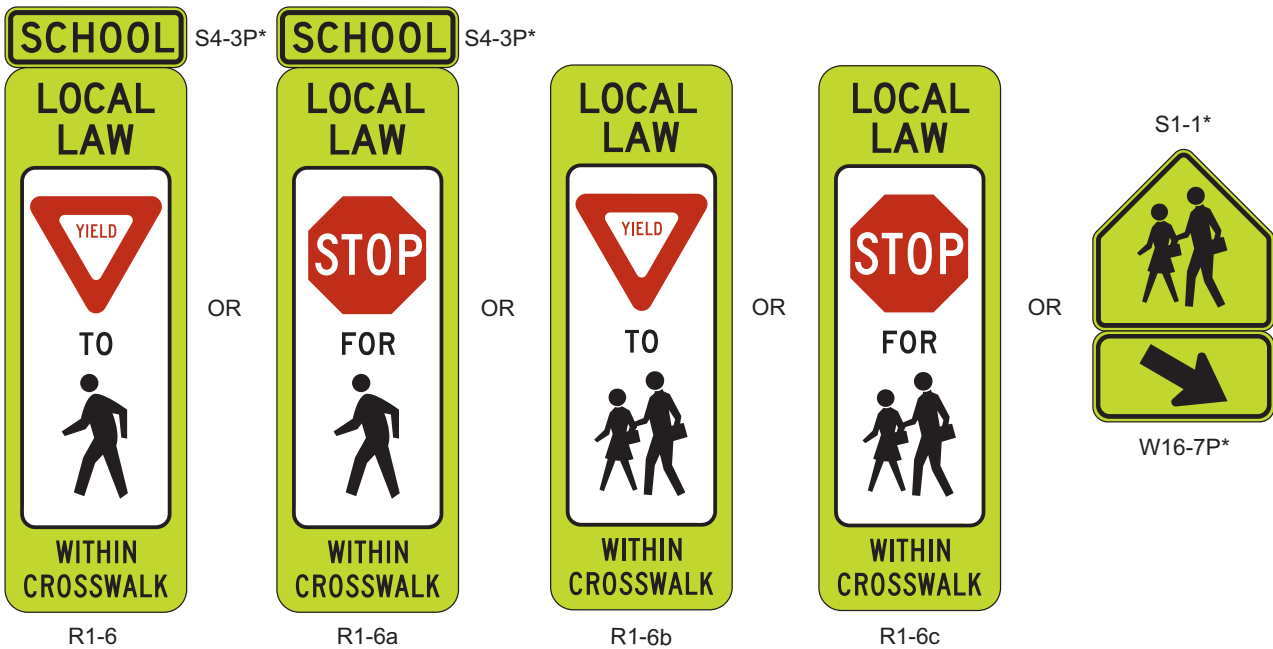
Figure 7B-6. In-Street Signs in School Areas

A - In advance of the school crossing



* Reduced size signs:
 S1-1 12 x 12 inches
 S4-3P 12 x 4 inches
 W16-7P 12 x 6 inches
 W16-9P 12 x 6 inches

B - At the school crossing



Notes:

1. The use of the LOCAL LAW legend is optional on the R1-6 series signs (see Section 7B.12).
2. The use of the SCHOOL plaque above the R1-6 and R1-6a signs is optional.

05 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6), installed in compliance with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6) signs (see Section 2B.12), may be used in advance of a school crossing to supplement the post-mounted school warning signs. A 12 x 6-inch reduced size AHEAD (W16-9P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Section 7B.12 School Crossing Assembly

Standard:

01 **The School Crossing assembly (see Figure 7B-1) shall be installed at established marked crosswalk(s) (see Figures 7B-4 and 7B-5), or as close to it as possible as per Section 257.613a of the "Michigan Vehicle Code", and shall consist of a School (S1-1) sign supplemented with a diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.**

02 **The School Crossing assembly shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.**

03 **The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign.**

Option:

- 04 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign (see Figure 7B-6) may be used at unsignalized school crossings where a local regulation or ordinance specifically requires that a driver must yield or stop for a pedestrian in a crosswalk. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The LOCAL LAW legend on the R1-6 series signs may be omitted.
- 05 The Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Section 2B.12 and Figure 2B-2) may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings. The LOCAL LAW legend on the R1-9 series signs may be omitted.
- 06 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6) or the In-Street Schoolchildren Crossing (R1-6b) sign. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Standard:

- 07 **If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12).**
- 08 **The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at signalized locations.**

Section 7B.13 School Bus Stop Ahead Sign (S3-1)

Guidance:

- 01 *The School Bus Stop Ahead (S3-1) sign (see Figure 7B-1) should be installed in advance of locations where a school bus, when stopped to pick up or discharge passengers, is not visible to road users for an adequate distance and where there is no opportunity to relocate the school bus stop to provide adequate sight distance.*

Support:

- 01A The "Michigan Vehicle Code" has the following provisions in Section 257.1855 (4) and (5) regarding the location of discharging or receiving pupils:

THE PUPIL TRANSPORTATION ACT (EXCERPT) **Act 187 of 1990**

257.1855 Actuation of alternately flashing lights; procedures for receiving and discharging pupils from bus; crossing road; prohibited stops; instruction on proper school bus etiquette; reimbursement; "required to cross the roadway" explained; visibility.

(4) The driver of a school bus shall not stop the bus for the purpose of receiving or discharging pupils in the following instances:

(a) Within 200 feet of a public or private roadway intersection unless the stop is approved by the school administrator or entity under contract with a school to provide pupil transportation services.

(b) Upon a limited access highway or freeway, or upon any other highway or roadway that has been divided into 2 roadways by leaving an intervening space, a physical barrier, or clearly divided sections so constructed as to impede vehicular traffic if the pupils are required to cross the roadway.

(c) Upon a roadway constructed or marked to permit 3 or more separate lanes of vehicular traffic in either direction if the pupils are required to cross the roadway.

(5) The driver of a school bus when using the alternately flashing overhead red lights shall not stop the bus on any highway or roadway for the purpose of receiving or discharging pupils under the following conditions:

(a) If the lawful speed limit is more than 35 miles per hour and the stopped bus is not clearly and continuously visible to approaching vehicles on that highway or roadway for at least 400 feet. When the distance from the stopped bus to the end of the highway or roadway is less than 400 feet, clear and continuous visibility must be available from the bus to the end of the highway or roadway.

(b) If the lawful speed limit is 35 miles per hour or less and the stopped bus is not clearly and continuously visible to approaching vehicles on that highway or roadway, for at least 200 feet. When the distance from the stopped bus to the end of the highway or roadway is less than 200 feet, clear and continuous visibility must be available from the bus to the end of the highway or roadway.

(c) Within 50 feet of an intersection if the intersection is controlled by a traffic control signal.

History: 1990, Act 187, Eff. Aug. 15, 1990;¾Am. 1990, Act 322, Imd. Eff. Dec. 20, 1990;¾Am. 1991, Act 184, Imd. Eff. Dec. 27, 1991;¾Am. 2000, Act 49, Imd. Eff. Mar. 29, 2000;¾Am. 2004, Act 231, Imd. Eff. July 21, 2004;¾Am. 2006, Act 108, Eff. Aug. 15, 2006;¾Am. 2006, Act 320, Imd. Eff. July 20, 2006.

Section 7B.14 SCHOOL BUS TURN AHEAD Sign (S3-2)

Option:

- 01 The SCHOOL BUS TURN AHEAD (S3-2) sign (see Figure 7B-1) may be installed in advance of locations where a school bus turns around on a roadway at a location not visible to approaching road users for a distance as determined by the "0" column under Condition B of Table 2C-4, and where there is no opportunity to relocate the school bus turn around to provide the distance provided in Table 2C-4.

Section 7B.15 School Speed Limit Assembly (S4-1P, S4-3P, S4-4P, S4-6P, S5-1) and END SCHOOL SPEED LIMIT Sign (S5-3)

Standard:

- 01 A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established in accordance with Section 257.627a of the "Michigan Vehicle Code". The School Speed Limit assembly or School Speed Limit sign shall be placed at or as near as practical to the point where the reduced school speed limit zone begins (see Figures 7B-3 and 7B-5).
- 02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-4 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-3 and 7B-5).
- 03 Paragraph deleted.
- 04 Except as provided in Paragraph 5, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1 and 7B-5).
- 04A The "Michigan Vehicle Code" has the following provisions in Section 257.627a (2) through (4) regarding the setting of school speed limits.

MICHIGAN VEHICLE CODE (EXCERPT)
Act 300 of 1949

257.627a "Regularly scheduled school session," "school," and "school zone" defined; prima facie speed limit in school zone; signs; applicability of section to walkway; location of school; school in session year-round.

(2) A school zone speed limit on a highway segment in a school zone, which, except as otherwise provided in this subsection, shall be in force not more than 30 minutes before the first regularly scheduled school session, rounded to the nearest multiple of 5 minutes, until school commences, and from dismissal until not more than 30 minutes after the last regularly scheduled school session, rounded to the nearest multiple of 5 minutes, may be decreased by not more than 20 miles per hour less than the speed limit normally posted but shall be not less than 25 miles per hour. A school superintendent may begin the 30-minute period before the first regularly scheduled school session described in this subsection at a time that is less than 30 minutes before the first regularly scheduled school session and that extends beyond the time school commences, may begin the 30-minute period after dismissal at a time other than dismissal, and, if a school has an off-campus lunch period, may designate the period provided for off-campus lunch as a period during which the school zone speed limit described in this subsection applies.

(3) School zone speed limits shall not apply to a limited access highway or a highway segment over which a pedestrian overhead walkway is erected, if the walkway is adjacent to school property.

(4) Notwithstanding the requirements for a school zone as defined in subsection (1)(c), if a school is located in an area that requires school children to cross a state trunk line highway or county highway that has a speed limit of 35 miles per hour or more to attend that school, the school superintendent may submit a request to the state transportation commission, county road commission, or local authority having jurisdiction over the roadway, as applicable, for a school crossing as permitted under section 613a. If, based on the traffic engineering studies, the road authority determines the need for a lower speed limit, the road authority may designate the crossing as a school zone. Before submitting a request, the school superintendent shall have completed a school route plan as prescribed by section 7A-1 of the Michigan manual of uniform traffic control devices.

History: Add. 1978, Act 42, Imd. Eff. Mar. 7, 1978;—Am. 1979, Act 21, Eff. Mar. 27, 1980;—Am. 1980, Act 222, Imd. Eff. July 18, 1980;—Am. 1996, Act 574, Imd. Eff. Jan. 16, 1997;—Am. 2000, Act 110, Imd. Eff. May 22, 2000;—Am. 2005, Act 88, Imd. Eff. July 20, 2005, Am. 2016, Act 446, Imd. Eff. January 5, 2017

Option:

- 05 If a reduced school speed limit zone ends at the same point as a higher fines zone, an END SCHOOL ZONE (S5-2) sign may be used instead of a combination of an END HIGHER FINES ZONE (R2-11) sign or END DOUBLE FINES ZONE (R2-11a) Sign and an END SCHOOL SPEED LIMIT (S5-3) sign.
- 06 A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.

Guidance:

- 07 *The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.*