

Pedestrian Crossing Control Manual for British Columbia



Chapter: Crossing Facilities	Date: April 1994
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1. CROSSING FACILITIES

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1. CROSSWALK DEFINITION AND FACTORS TO BE CONSIDERED

1. A crosswalk is that part of the roadway used to channel pedestrian traffic across the roadway.
 2. In determining the type of crosswalk most suited to a particular crossing location, a number of factors should be considered, including:
 - a. pedestrian volume,
 - b. pedestrian age and ability,
 - c. roadway width,
 - d. vehicular volume,
 - e. speed,
 - f. visibility conditions,
 - g. the proximity of adjacent pavement markings, signs or signals and
 - h. accident history.
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2. MARKINGS, SIGNS AND SIGNALS

Crosswalks

1. Crosswalks exist at intersections, by legal definition, without markings, signs or signals. However, all crosswalks referred to in these guidelines are marked, signed or signalized as per the following:
 - a. a marked crosswalk should always be indicated by both:
 - pavement markings and
 - either signs or signals,
 - b. pavement markings should not be used alone to indicate a pedestrian crossing,
 - c. crosswalk signs or signals should be supplemented by pavement markings and
 - d. crosswalk signs should not be installed where pedestrian or full vehicular signals are in place.

Stop Bars

2. Stop bars are not necessary at pedestrian crossings except where the approach is controlled by means of a signal or a STOP sign.

Zebra Markings

3. The recommended pavement marking for crosswalks which have no signal controls is the zebra style with longitudinal stripes which are more visible to approaching drivers (See Figure 1.1).
4. The zebra markings will be used for all crosswalks installed at unsignalized intersections under the jurisdiction of the Ministry of Transportation and Highways.

NOTE: Municipalities may choose, however, to retain the twin parallel line markings for unsignalized crossings on roads under their jurisdiction.



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5. The zebra markings will consist of a series of equally spaced longitudinal markings, parallel to the centreline of the roadway, having the following recommended specifications:
 - a. 60 cm stripe and spacing width,
 - b. minimum length of 3.0 m where posted speed limits are 60 km/h or less and
 - c. minimum length of 4.0 m where the posted speed limits are 70 km/h and greater.

Twin Parallel Lines

6. Twin parallel line type crosswalks are only suitable at intersections that are controlled by pedestrian or vehicular signals (See Figure 1.1).
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3. THE HIERARCHICAL SYSTEM

3.1 General

1. A hierarchical system of signing, markings and signal control has been developed to provide a guide for matching crossing systems with conditions found at specific locations.
2. The systems range in increasing complexity from pedestrian crosswalks to grade separation.
3. The hierarchical system includes:
 - a. pedestrian crosswalks (signed and marked crossings),
 - b. special crosswalks,
 - c. pedestrian activated signals and
 - d. grade separation.

3.2 The Hierarchical System Described

Pedestrian Crosswalks (Signed and Marked Crossings)

1. Signed and marked crossings includes:
 - a. side mounted signs and marked crossings and
 - b. overhead signs and marked crossings.
2. The development of a traffic management plan for schools is a preferred first step to applying the appropriate traffic control devices.

NOTE: School crossings raise a higher degree of concern, particularly for the primary school children who are developing their pedestrian crossing skills. It is important that these pedestrian crossing skills be properly developed as they are required on a daily basis.

In developing traffic control devices, special attention has been



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paid to school crossings by providing specific signs and devices. These devices should only be used following input from educational, enforcement and engineering agencies.

Some jurisdictions have created a committee made up of representatives from local schools, school boards, police and traffic engineering departments. Through a committee structure, it has been possible to develop plans to manage the flow of pedestrians to and from the school catchment area and in the immediate school area.

Special Crosswalks

3. Special crosswalks include:
 - a. pavement markings,
 - c. internally illuminated overhead signs,
 - d. downlighting of crosswalk,
 - e. pushbuttons,
 - f. timers and
 - g. overhead flashing beacons.

Pedestrian Activated Signals

4. Pedestrian activated signals include all of the elements of a traffic control signal except for side street vehicle indications.

Grade Separation

5. This type of device is the highest level of crossing protection, providing a physical separation between pedestrians and vehicles.
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4. MUTCD/B.C. EQUIVALENT SIGN CODE CONVERSION

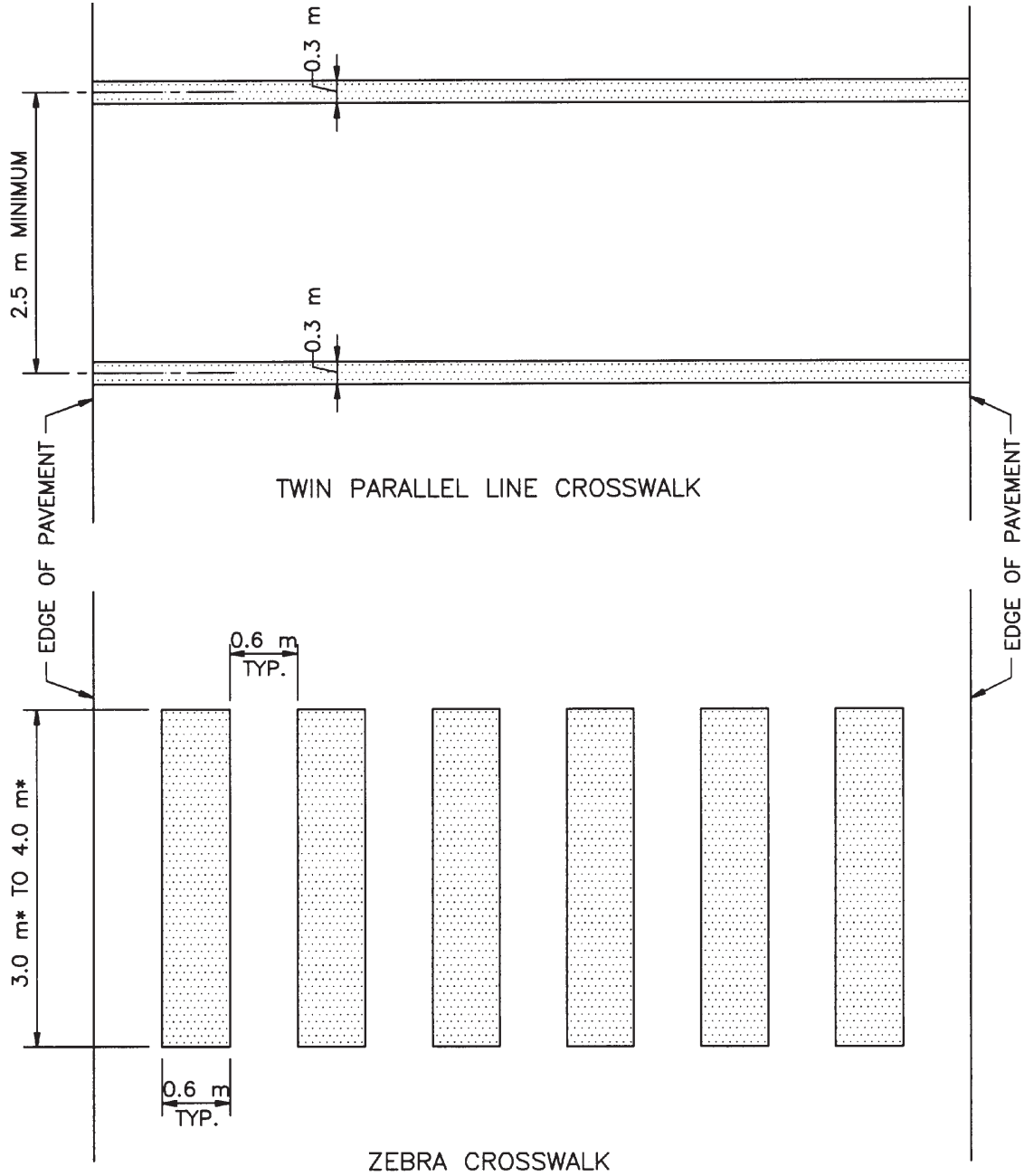
1. Alpha-numeric identification codes for signs referenced in these guidelines have been taken from "The Manual Of Uniform Traffic Control Devices For Canada".
2. The British Columbia equivalent Alpha-numeric identification codes are as follows:

MUTCD	B.C. Equivalent
WC-1	SP-001
WC-1A	SP-001A
WC-2	SP-002
WC-3	SP-003
WC-16	SP-016
RA-1	R-001
RA-3 L&R	SP-004 L&R
RA-3A L&R	SP-004A L&R
RA-4 L&R	SP-005 L&R
RA-4A L&R	SP-005A L&R
ID-21	SP-010D
ID-21 L&R	SP-010 L&R



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* 3.0 m \leq 60 km/h
4.0 m \geq 70 km/h

1.1 Crosswalk Pavement Markings