

Pedestrian Crossing Control Manual for British Columbia



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2. APPLICATION AND INSTALLATION

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1. PEDESTRIAN CROSSWALK WITH SIDE MOUNTED SIGNS

1.1 Application Guidelines

1. Considered the “standard crosswalk”, the Pedestrian Crosswalk With Side Mounted Signs should be used under the following circumstances:
 - a. the crosswalk is not associated with a school route in jurisdictions that differentiate between pedestrian and school crosswalks,
 - b. the roadway is not more than two through lanes in each direction, two-way, or three through lanes if the road is one-way (additional auxiliary lanes such as turn lanes may be present) and the posted speed is 60 km/h or less,
 - c. only where the roadway is one through lane in each direction, two-way, or two through lanes if the road is one-way under the following circumstances:
 - on roadways with high speeds (≥ 70 km/h), high volumes, limited sight distances for side mounted signs or
 - where the crosswalk is mid-block or serves the elderly and/or physically challenged pedestrians, who may require a longer crossing time.

1.2 Description Of Installation (Figures 2.1A, 2.1B, 2.1C)

The installation of a pedestrian crosswalk with side mounted signs is described as follows:

Marking

1. The pavement marking consists of the zebra design, as described in **Figure 1.1**

Signs

2. Post mounted Pedestrian Crosswalk (RA-4) signs shall be placed on each side of the roadway so that the motorist will face one sign on the right side of the roadway and one on the left side of the roadway.
-

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3. These signs shall show a single pedestrian symbol in black on a white background which will be oriented to face toward the centre of the roadway.

NOTE: RA-4L and RA-4R signs are available.

4. These signs shall be a minimum size of 60 x 75 cm.

Stopping Restrictions

5. Stopping should be prohibited for a minimum of 30 m on the approaches to the crosswalk and for 15 m following the crosswalk.

Passing Restriction - Single Lane Approach

6. On a single lane approach, a passing restriction should be implemented for traffic approaching a crosswalk.

NOTE: Generally, a solid yellow directional dividing line pavement marking is adequate and additional signing is not necessary.

7. The length of the passing restriction is dependent upon the approach speed.

Lane Changing Restriction - Multilane Approach

8. On multilane approaches, solid white lane lines should be installed on each approach to the crosswalk to prohibit lane changing.
9. The recommended length of the solid line is dependent upon the approach speed (30 m is suggested for 50 km/h).

Minimum Stopping Sight Distance

10. Crosswalks should not be installed where a minimum stopping sight distance cannot be maintained.

11. Crosswalk visibility should be maximized through:

- proper location,
 - parking restrictions and
 - vegetation control.
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Crosswalk Ahead Warning Sign

12. Where visibility of the crosswalk area is limited:

- a Pedestrian Crosswalk Ahead sign (WC-2 black on yellow warning sign) should be installed in advance of the crosswalk,

NOTE: The recommended distance between the crosswalk and the sign is the safe stopping sight distance, which depends upon approach speed.

- the pedestrian symbol on the sign should be oriented to face toward the roadway.

Raised Median

13. Where there is a raised median 2 m or more in width, such as at some mid-block locations, an alternate sign arrangement should be used.

14. The sign arrangement for a raised median is shown in **Figure 2.1B** and includes the following:

- post mounted pedestrian crosswalk signs placed on the median and on the right side of the roadway for each approach,

NOTE: The left side sign in **Figure 2.1A** is replaced by a median mounted sign (**Figure 2.1B**).

- the pedestrian symbols shall be oriented to face toward the centre of the roadway.
-

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2. SCHOOL CROSSWALK WITH SIDE MOUNTED SIGNS

2.1 Application Guidelines

1. This type of crosswalk is similar to the “standard crosswalk”.
2. For those jurisdictions that distinguish between pedestrian and school crosswalks, School Crosswalk With Side Mounted Signs should be used under the following circumstances:
 - a. the crosswalk is associated with a school route,
 - b. these routes should be determined in conjunction with school, police and road authorities,

NOTE: Children should be trained in pedestrian safety (See **SCHOOL CROSSING PROGRAMS**).

- c. the roadway is one through lane only in each direction, two-way, or two through lanes if the road is one-way.

2.2 Description Of Installation (Figures 2.2A, 2.2B, 2.2C)

The installation of a school crosswalk with side mounted signs is described as follows:

Marking

1. The pavement marking consists of the zebra design, as described in **Figure 1.1**.
2. A white “X” (**Figure 2.2**) should be painted on the roadway in advance of the crosswalk.
3. The recommended distance between the crosswalk and the “X” marking depends upon the approach speed.
4. The recommended size of the “X” marking is approximately 6.0 m x 2.5 m.

Signs

5. Post mounted School Crosswalk (RA-3) signs shall be placed on each side of the roadway and may be mounted back-to-back.
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- The motorist will face one sign on the right side of the roadway and one sign on the left side of the roadway.
- The signs show a symbol of two children in black on a white background which shall be oriented to face toward the centre of the roadway except for the median mounted signs in which the symbol should face the centre of the approach roadway.

NOTE: RA-3L and RA-3R signs are available.

- These signs shall be a minimum size of 60 x 75 cm.

School Area Signs

- The white on blue pentagon shaped School Area Warning sign (WC-1) may be used as an advance warning sign to indicate that a school is nearby and children may be walking along or crossing the roadway.
- A tab reading "30 km/h" or "XXkm/h When Children on Highway", when installed below a School Area Warning sign, establishes a regulatory school maximum speed zone.

NOTE: Designated by the Motor Vehicle Act and Regulations, such restricted speed limits are in effect from 8:00 a.m. to 5:00 p.m., on school days.

School Crosswalk Ahead Warning Sign

- A School Crosswalk Ahead Warning sign (WC-16) may be used in advance of the crosswalk, except where the School Area Warning sign (WC-1) is already in place.
- The recommended distance between the crosswalk and the WC-16 sign is the safe stopping distance, which depends upon the approach speed.

Stopping Restriction

- Stopping should be prohibited for 30 m on each approach to the crosswalk and for 15 m following the crosswalk.
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Passing Restriction - Single Lane Approach

14. On a single lane approach, a passing restriction should be implemented for traffic approaching a crosswalk.

NOTE: Generally, a solid yellow directional dividing line pavement marking is adequate and additional signing is not necessary.

15. The recommended length of the passing restriction is dependent upon the approach speed.

Passing Restriction - Multilane Approach

16. On multilane approaches, solid white lane lines should be installed on each approach to the crosswalk to prohibit lane changing.
17. The recommended length of the solid line is dependent upon the approach speed (30 m is suggested for 50 km/h).

School Crossing Guard

18. The need for school crossing guards should be considered (**See SCHOOL CROSSING PROGRAMS**).
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3. PEDESTRIAN CROSSWALK WITH OVERHEAD MOUNTED SIGNS

3.1 At Intersections

3.1.1 Application Guidelines

1. Pedestrian Crosswalk With Overhead Mounted Signs should be used under the following circumstances:
 - a. the crosswalk is not associated with a school route,
 - b. the roadway has more than two through lanes in each direction, two-way, or more than three through lanes if the road is one-way and the posted speed is 60 km/h or less,
 - c. where the roadway is more than one through lane in each direction, two-way, or more than two through lanes if the road is one-way:
 - on roadways with high speeds (≥ 70 km/h), high volumes or limited sight distance,
 - where the crosswalk is mid-block or serves the elderly and/or physically challenged pedestrians, who may require a longer crossing time.

3.1.2 Description Of Installation (Figures 2.3A, 2.3B, 2.3C)

The installation of a pedestrian crosswalk with overhead mounted signs is described as follows:

Marking

1. The pavement marking consists of the zebra design, as described in **Figure 1.1**.

Signs

2. Pedestrian Crosswalk (RA-4) signs shall be erected over the centre of the approach roadway, at the crosswalk location.
 3. The Pedestrian Crosswalk signs may be supported by either overhead davits or cables and may be mounted back-to-back.
 4. The motorist shall face one sign over the right half of the roadway and one over the left half, or on the median, of the roadway.
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5. The pedestrian symbol on each sign shall be oriented to face toward the centre of the roadway.
6. These signs shall be a minimum size of 60 x 75 cm though the preferred overhead sign size is 90 x 120 cm, especially for applications with higher speeds.

Supplementary Signs

7. A supplementary (RA-4) sign may be side mounted on the right side of the roadway, similar to secondary signal heads.
8. A sign may also be mounted on the left side, but if only one additional sign is used, the right side is preferred.
9. The recommended size for these signs is 60 x 75 cm.

Stopping Restrictions

10. Stopping should be prohibited for a minimum of 30 m on the approaches to the crosswalk and for 15 m following the crosswalk.

Lane Changing Restriction

11. Solid white lane lines should be installed on each approach to the crosswalk in order to prohibit lane changing.
12. The recommended length of the solid lane line is dependent upon the approach speed (30 m is suggested for 50 km/h).

Minimum Stopping Sight Distance

13. Crosswalks should not be installed where a minimum stopping sight distance cannot be maintained.
 14. Crosswalk visibility should be maximized through:
 - proper location,
 - parking restrictions and
 - vegetation control.
-



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Crosswalk Ahead Warning Sign

15. Where visibility of the crosswalk area is limited:

- a Pedestrian Crosswalk Ahead sign (WC-2 black on yellow warning sign) should be installed in advance of the crosswalk,

NOTE: The recommended distance between the crosswalk and the sign is the safe stopping sight distance, which depends upon approach speed.

- the pedestrian symbol on the sign shall be oriented to face toward the centre of the roadway.

Raised Median

16. Where there is a raised median 2 m or more in width, such as at some mid-block locations, an alternate signing plan may be used (**Figure 2.3B**).

17. For this installation, a Pedestrian Crosswalk (RA-4) sign shall be:

- erected over the centre of each approach to the crosswalk and
- symbol oriented to face approaching traffic.

NOTE: Back-to-back overhead signs are not necessary.

18. The minimum size for these signs is 60 x 75 cm though the preferred size is 90 x 120 cm for overhead signs.

19. A post mounted (RA-4) sign, 60 x 75 cm in size, shall be:

- placed on the median side of the approach and
- symbol oriented to face approaching traffic.

20. An additional post mounted (RA-4) sign may be:

- mounted on the right side and
- symbol oriented to face approaching traffic.

21. Back-to-back signs may be used for the median post mounted position such that a motorist approaching the crosswalk will face one pedestrian crosswalk sign overhead and one on the left side of the roadway and, optionally, one on the right.

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3.2 At Mid-Block Locations

3.2.1 Application Guidelines

1. Special crosswalks may be installed at mid-block locations under special circumstances and only with the approval of the Senior Traffic Engineer, Regional Traffic Engineer and/or the Highway Safety Engineer. The following criteria should be met:
 - a. Posted speed less than or equal to 60km/h
 - b. Supporting pedestrian infrastructure that will lead the pedestrian to the crossing must be in place, i.e sidewalks, pathways
 - c. Crosswalk **must** be illuminated
 - d. Maximum 2 through lanes per direction for two way streets or three lanes for one way streets.
 - e. The installation would not unreasonably disrupt traffic flow on the main street or at an adjacent traffic control device.
 - f. Stopping sight distance is available
 - g. Minimum of 200 metres to next traffic or pedestrian signal.
 - h. Only installed in conjunction with a major access

3.2.2 Description of installation:

Markings:

- Zebra pavement markings per Ministry's standard
- No passing, solid white lane lines shall be painted for a minimum of 30m back of the crosswalk.
- Stopping shall be restricted for 30m prior to the approach of the crosswalk and for 15m following the crosswalk.

Signs:

- 2- SP-5RX sign shall be davit mounted, on luminaire/sign posts, back to back, over the centre of the approach lanes at the crosswalk for both directions
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- 2- SP-5RX signs shall be mounted back to back on a sign post as per the Standard Specification for Highway Construction on the median behind the pedestrian refuge area.
 - Supplemental SP-5R signs may be installed to the right of traffic on the vertical portion of the sign/luminaire post if required.
 - SP-2 signs may be installed in advance of the cross walk. These signs are optional.
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4. SCHOOL CROSSWALK WITH OVERHEAD MOUNTED SIGNS

4.1 Application Guidelines

1. For those jurisdictions that distinguish between pedestrian and school crosswalks, School Crosswalk With Overhead Mounted Signs should be used under the following circumstances:

- a. the crosswalk is associated with a school route,
- b. these routes should be determined in conjunction with school, police and road authorities,

NOTE: Children should be trained in pedestrian safety (See **SCHOOL CROSSING PROGRAMS**).

- c. the roadway has more than one through lane in each direction, two-way, or more than two lanes if the road is one way.

4.2 Description Of Installation (Figures 2.4A, 2.4B, 2.4C)

The installation of a school crosswalk with overhead mounted signs is described as follows:

Marking

1. The pavement marking consists of the zebra design, as described in **Figure 1.1**.
2. A white "X" (**Figure 2.2**) should be painted on the roadway in advance of the crosswalk.
3. The recommended distance between the crosswalk and the "X" marking depends upon the approach speed.
4. The recommended size of the "X" marking is approximately 6.0 m x 2.5 m.

Signs

5. School Crosswalk (RA-3) signs shall be erected over the centre of the approach roadway, at the crosswalk location.
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6. The School Crosswalk signs should be supported by either overhead davits or cables and may be mounted back to back.
7. The motorist shall face one sign over the right half of the roadway and one over the left half of the roadway.
8. The symbol of the children on each sign shall be oriented to face toward the centre of the roadway.
9. These signs shall be a minimum size of 60 x 75 cm, though the preferred overhead sign size is 90 x 120 cm, especially for roadways with higher speeds.

School Area Warning Signs

10. The white on blue pentagon shaped School Area Warning sign (WC-1) may be used as an advance warning sign to indicate that a school is nearby and children may be walking along or crossing the roadway.
11. A tab reading "30 km/h" or "XXkm/h When Children on Highway", when installed below a School Area Warning sign, establishes a regulatory school maximum speed zone.

NOTE: Designated by the Motor Vehicle Act and Regulations, such restricted speed limits are in effect from 8:00 a.m. to 5:00 p.m. on school days.

School Crosswalk Ahead Warning Sign

12. A School Crosswalk Ahead Warning sign (WC-16) may be used in advance of the crosswalk, except where the School Area Warning sign (WC-1) is already in place.
13. The recommended distance between the crosswalk and the WC-16 sign is the safe stopping distance, which depends upon the approach speed.

Supplementary Signs

14. A supplementary (RA-3) sign may be side mounted on the right side of the roadway, similar to secondary signal heads.
 15. A sign may also be mounted on the left side, but if only one additional sign is used, the right side is preferred.
 16. The recommended size for these signs is 60 x 75 cm.
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Stopping Restrictions

17. Stopping should be prohibited for 30 m on each approach to the crosswalk and for 15 m following the crosswalk.

Lane Changing Restriction

18. Solid white lane lines should be installed on each approach to the crosswalk to prohibit lane changing.
19. The recommended length of the solid lane line is dependent upon the approach speed (30 m is suggested for 50 km/h).

Raised Median

20. Where there is a raised median 2 m or more in width, such as at some mid-block locations, an alternate signing plan may be used (**Figure 2.4B**).
 21. For this installation, a School Crosswalk (RA-3) sign shall be:
 - erected over the centre of each approach to the crosswalk and
 - symbol oriented to face approaching traffic.

NOTE: Back-to-back overhead signs are not necessary.
 22. The minimum size for these signs is 60 x 75 cm though the preferred size is 90 x 120 cm for overhead signs.
 23. A post mounted (RA-3) sign, 60 x 75 cm size, shall be:
 - placed on the median side of the approach and
 - symbol oriented to face approaching traffic.
 24. An additional post mounted (RA-3) sign may be:
 - mounted on the right side and
 - symbol oriented to face approaching traffic.
 25. Back-to-back signs may be used for the median post mounted position such that a motorist approaching the crosswalk will face one pedestrian crosswalk sign overhead and one on the left side of the roadway and, optionally, one on the right.
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School Crossing Guard

26. The need for a school crossing guard should be considered (See **SCHOOL CROSSING PROGRAMS**).
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5. SPECIAL CROSSWALKS

5.1 Application Guidelines

1. Special crosswalks may be installed at either pedestrian or school crosswalks and should be used only when all of the following criteria have been met:

- a. the posted speed is less than or equal to 60 km/h,
- b. the roadway is not greater than:
 - two through lanes in each direction for two-way streets or
 - three through lanes for one-way streets,
- c. the installation would not disturb traffic flow at an adjacent traffic control signal or another special crosswalk,

NOTE: A minimum spacing of 200 m from an adjacent traffic control signal is recommended.

- d. safe stopping sight distance is available for motorists approaching the crosswalk,

NOTE: Decision sight distance is desirable.

- e. the installation would not create constant interruptions in vehicular traffic due to the level of pedestrian and vehicular volumes.

5.2 Description Of Installation (Figure 2.5)

The installation of a special crosswalk is described as follows:

Marking

1. The pavement marking consists of the zebra design, as described in **Figure 1.1**.

Signs

2. Two white on black Pedestrian Crosswalk (RA-5) signs shall be mounted overhead for each approach.
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3. One sign shall be over the centre of the right half of the roadway and the other sign shall be over the centre of the left half of the roadway.
4. Each pedestrian symbol shall be oriented to face toward the centre of the roadway.
5. These signs shall be a minimum size of 60 x 75 cm, though the preferred sign size is 90 x 120 cm.
6. Each overhead sign will contain:
 - internal illumination,
 - downlighting for the crosswalk area and
 - one flashing yellow beacon (20 cm lens).
7. Upon activation by the pedestrian, the two flashing beacons per approach (one per sign) shall flash alternately.
8. It is also recommended that side mounted RA-4 signs (60 x 75 cm) be installed on the shaft of the davit poles.

Pedestrian Crosswalk Ahead Signs

9. Pedestrian Crosswalk Ahead (WC-2) warning signs should be used where there is limited visibility for the crosswalk.
10. The recommended distance between the crosswalk and the WC-2 sign is dependent on the approach speed (**Figure 2.5**).

Stopping Restrictions

11. To improve visibility of pedestrians for motorists, a vehicular stopping prohibition, in effect at all times, should be implemented 30 m on the near side and 15 m on the far side of the special crosswalk.

Passing Restriction - Single Lane Approach

12. On a single lane approach, a passing restriction should be implemented for traffic approaching the special crosswalk.
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13. The length of the no passing zone is dependent upon the approach speed.

NOTE: For an approach speed of 50 km/h, a minimum dimension of 65 m should be used (Dimension "A" in **Figure 2.5**).

Lane Changing Restriction - Multilane Approach

14. On multilane approaches, solid white lane lines should be installed on each approach to the crosswalk to prohibit lane changing.
15. The recommended length of the solid line is dependent upon the approach speed (30 m is suggested for 50 km/h).

Timing

16. A 30-40 second time is desirable to minimize the interruption to vehicular traffic.
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6. PEDESTRIAN SIGNAL

6.1 Application Guidelines

1. Pedestrian signals, typically on arterial roadways, should only be used when all of the following criteria have been met:
 - a. pedestrian volumes are high and sufficient gaps in vehicular traffic are not available to accommodate the pedestrian demand,
 - b. the crosswalk location is a minimum of 200 m (400 m preferred) from an adjacent traffic control signal or special crosswalk,
 - c. traffic volumes do not warrant full vehicular signals.

6.2 Description Of Installation (Figure 2.6)

The installation of a pedestrian signal is described as follows:

Marking

1. Crosswalk pavement markings should be of the twin parallel line type except for mid-block crossings where a zebra marking is acceptable.

Signals

2. A primary three section signal head shall be suspended on the far side of the intersection over the centre of the right half of the roadway.
 3. A secondary head shall be located on the far left side.
 4. On multilane approaches, a second overhead primary signal head may be installed.
 5. Signal heads should not be provided for cross street traffic, which should face stop signs.
 6. Standard pedestrian activated "WALK/DON'T WALK" signal heads will be placed at either end of the crosswalk and oriented to face across the roadway.
 7. A pushbutton for signal activation should be installed at each end of the crosswalk.
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8. The signal sequence should be as follows:

- the vehicular signal heads should rest in flashing green and the pedestrian heads in solid "DON'T WALK" until the signal is pedestrian activated,
 - the vehicular signals should then change to solid green, then yellow and an all red clearance period,
 - following the vehicular clearance period, the pedestrian "WALK" signal should be displayed followed by a flashing "DON'T WALK" indication for pedestrian clearance and then the steady "DON'T WALK" during the rest of the cycle,
 - the signal should then return to the flashing green rest mode.
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7. PEDESTRIAN GRADE SEPARATIONS

7.1 Application Guidelines

1. This type of crossing device provides the highest level of crossing protection as pedestrians are physically separated from vehicles by vertical distance.
2. These devices are significantly more expensive and require more property than other crossing devices.
3. Pedestrian grade separations may be an effective alternative where the following conditions occur:
 - a. the pedestrian crossing is permanent and is located in a substantially developed area with established high volumes of pedestrian and vehicular traffic,
 - b. pedestrians can be channelled to one crossing location and can be persuaded that the additional protection provided by the grade separation is worth the extra time and effort required to climb the stairs or ramp,

NOTE: If pedestrians perceive the grade separation as inconvenient or unnecessary, many will choose not to use it.

- c. pedestrians must cross:
 - a freeway at a location separate from an interchange or where pedestrian traffic within the interchange area is not appropriate due to high volumes or high speeds,

NOTE: Generally, low volumes of pedestrians can be accommodated at diamond interchanges as the ramp intersections can be signaled when warranted.

OR

- a high speed expressway at a location separate from a signalized intersection or where pedestrian traffic within the intersection area is not appropriate due to complicated signal phasings, long crossing distances or high volumes of turning traffic,

OR

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- an arterial at a location where sufficient gaps are not available to accommodate the pedestrian demand for crossing and where there is no existing plan for a vehicular or pedestrian signal within reasonable walking distance or where there is an existing or proposed signal, but where pedestrian traffic is not appropriate.

7.2 Description Of Installation

The installation of a pedestrian grade separation is described as follows:

Types Of Grade separation

1. Grade separation may be either overpasses or underpasses.

Underpasses

2. Underpasses have the advantage that clearance height can be lower and they can be relatively inexpensive if installed at the time of road construction.
3. Underpasses, however, can be very expensive and disruptive to install on an existing roadway and, as they are enclosed, they must be well lit for pedestrian safety and security.

Overpasses

4. Vertical and horizontal clearance requirements for overpasses vary among jurisdictions, and federal, provincial and municipal requirements should be confirmed before designs are finalized.

Approaches

5. Grade separation approaches should be oriented to attract the most pedestrians.
6. Ramps rather than stairs should be used to provide accessibility for wheelchairs and bicycles.

NOTE: The recommended maximum grade to accommodate wheelchairs is 12:1 (8.3%)

Fencing

7. Fencing should be considered in the vicinity of the approaches to discourage
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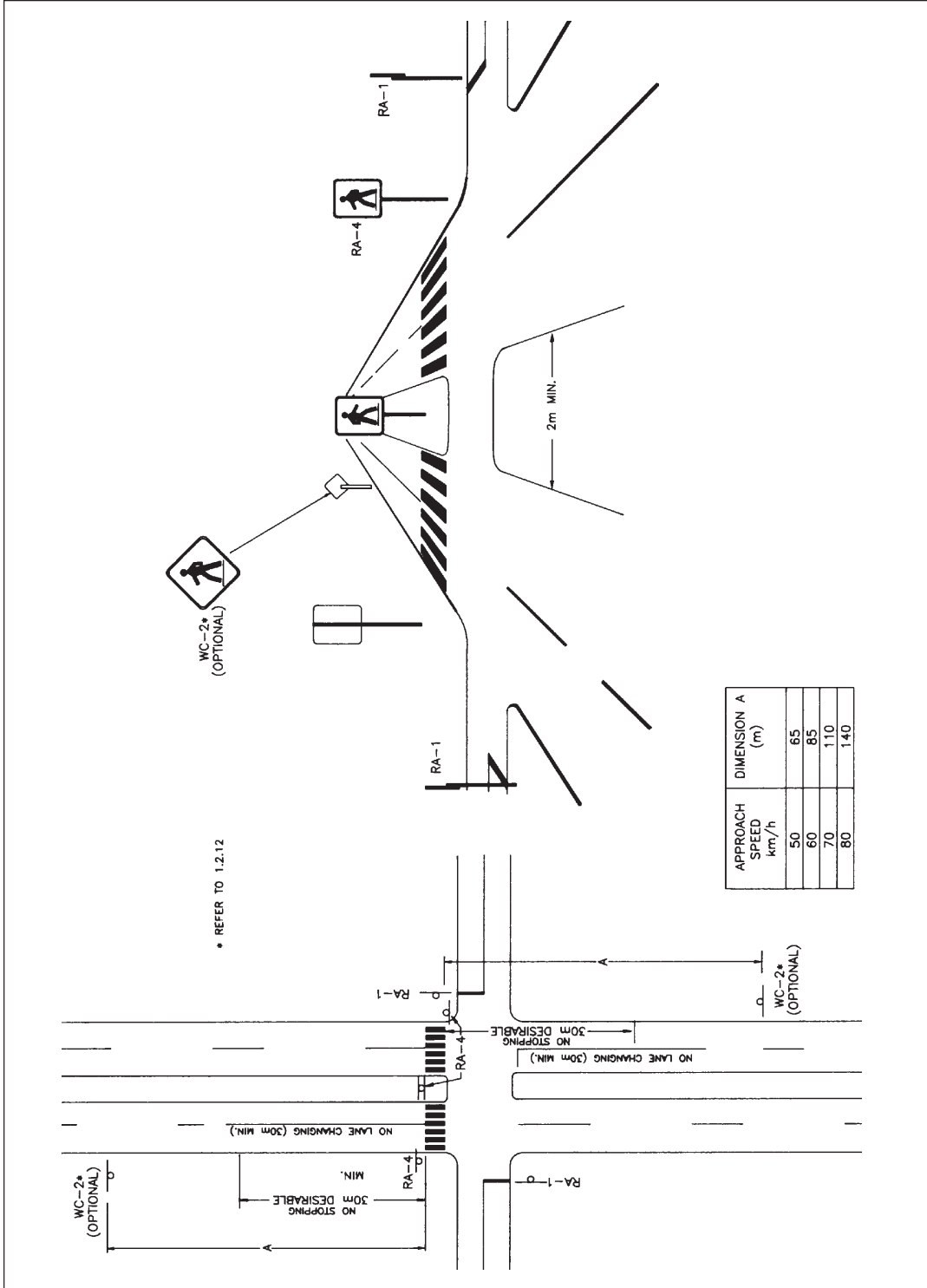
pedestrians from crossing at grade.

8. Fencing an overpass may also be required to stop pedestrians from dropping objects onto vehicles below.



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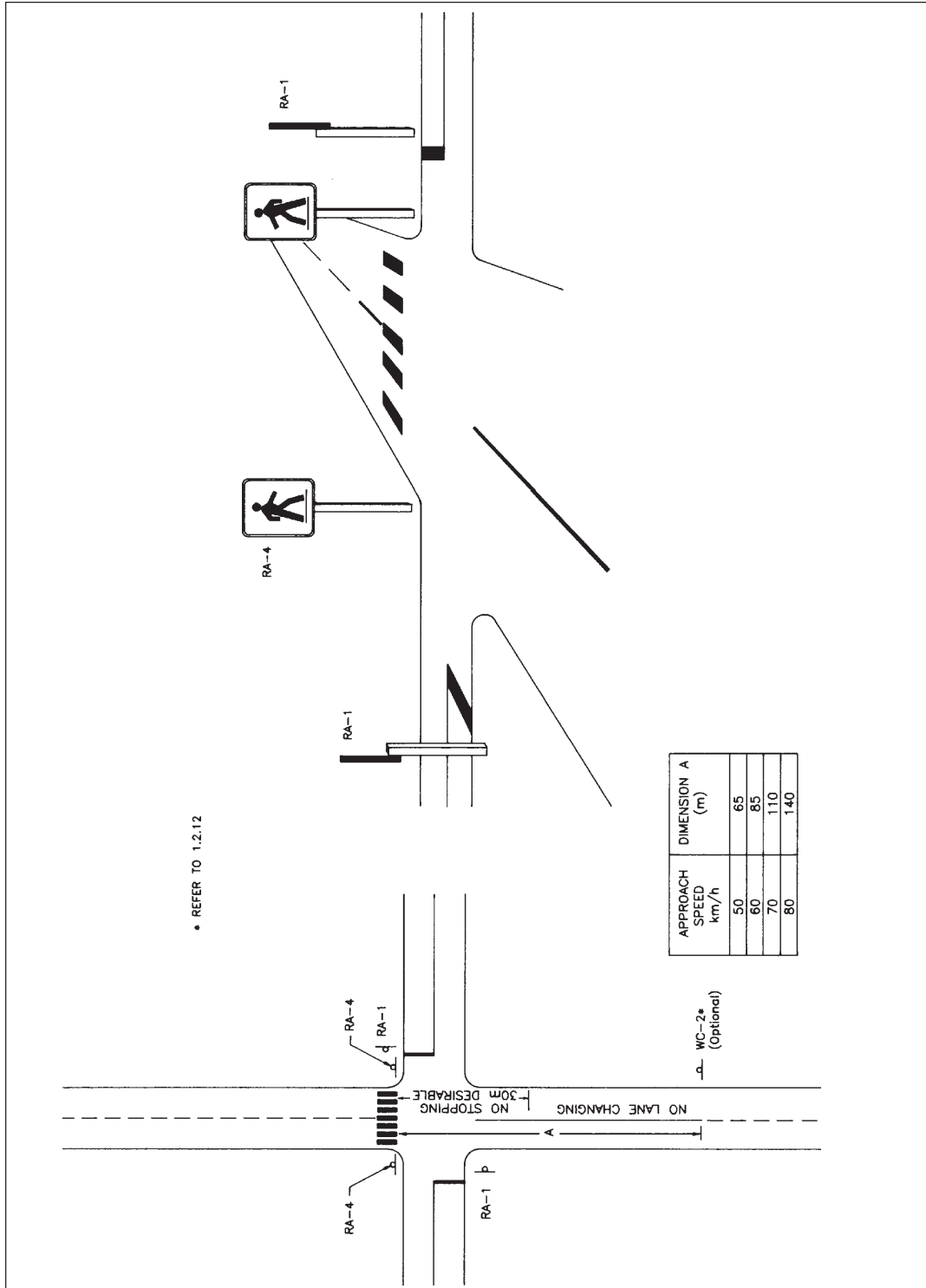
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2.1B Pedestrian Crosswalk
Side Mounted Signs
(4 Lane, 2-Way Divided)

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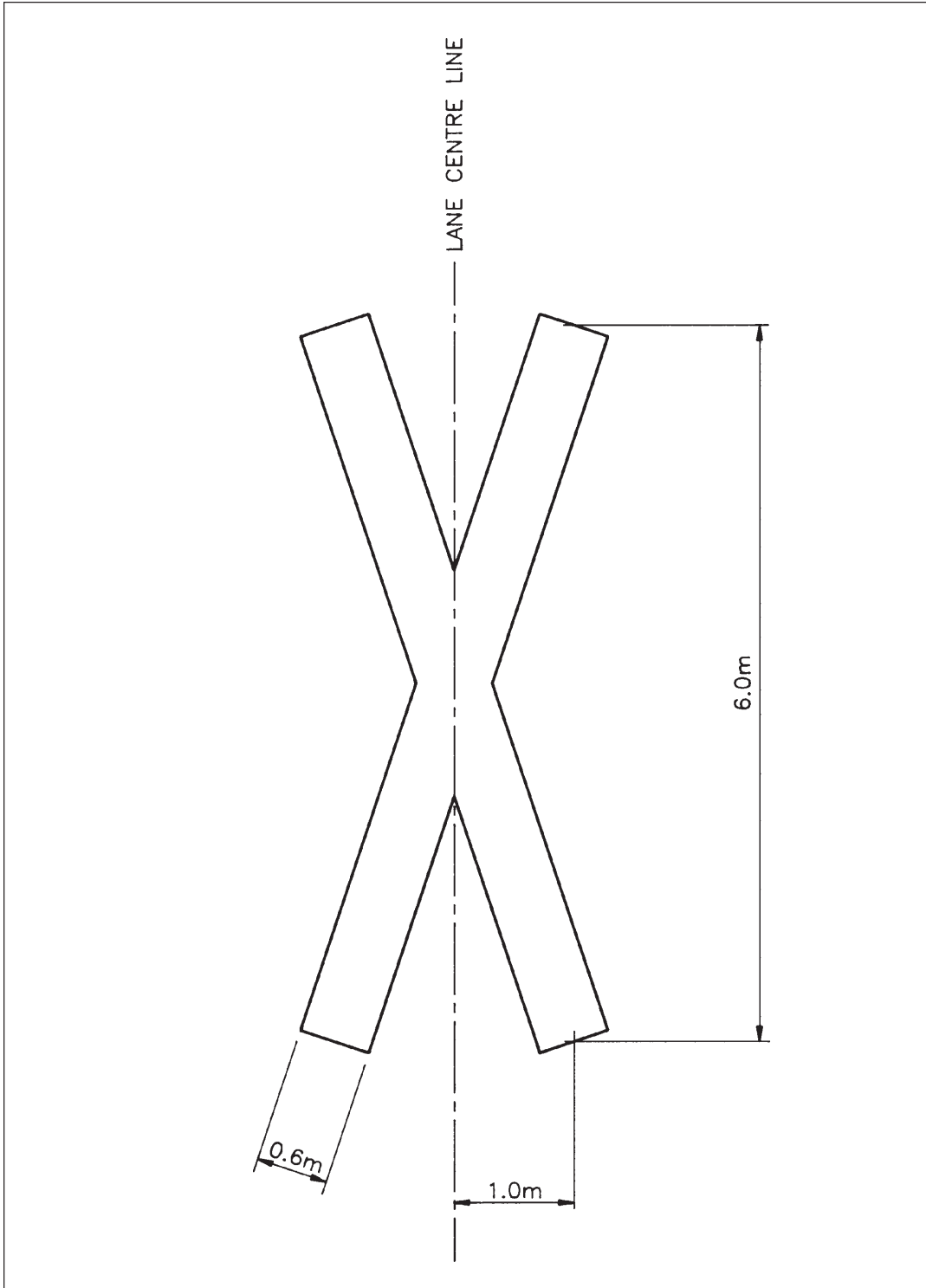


2.1C Pedestrian Crosswalk
Side Mounted Signs
(2 Lane, 1-Way)



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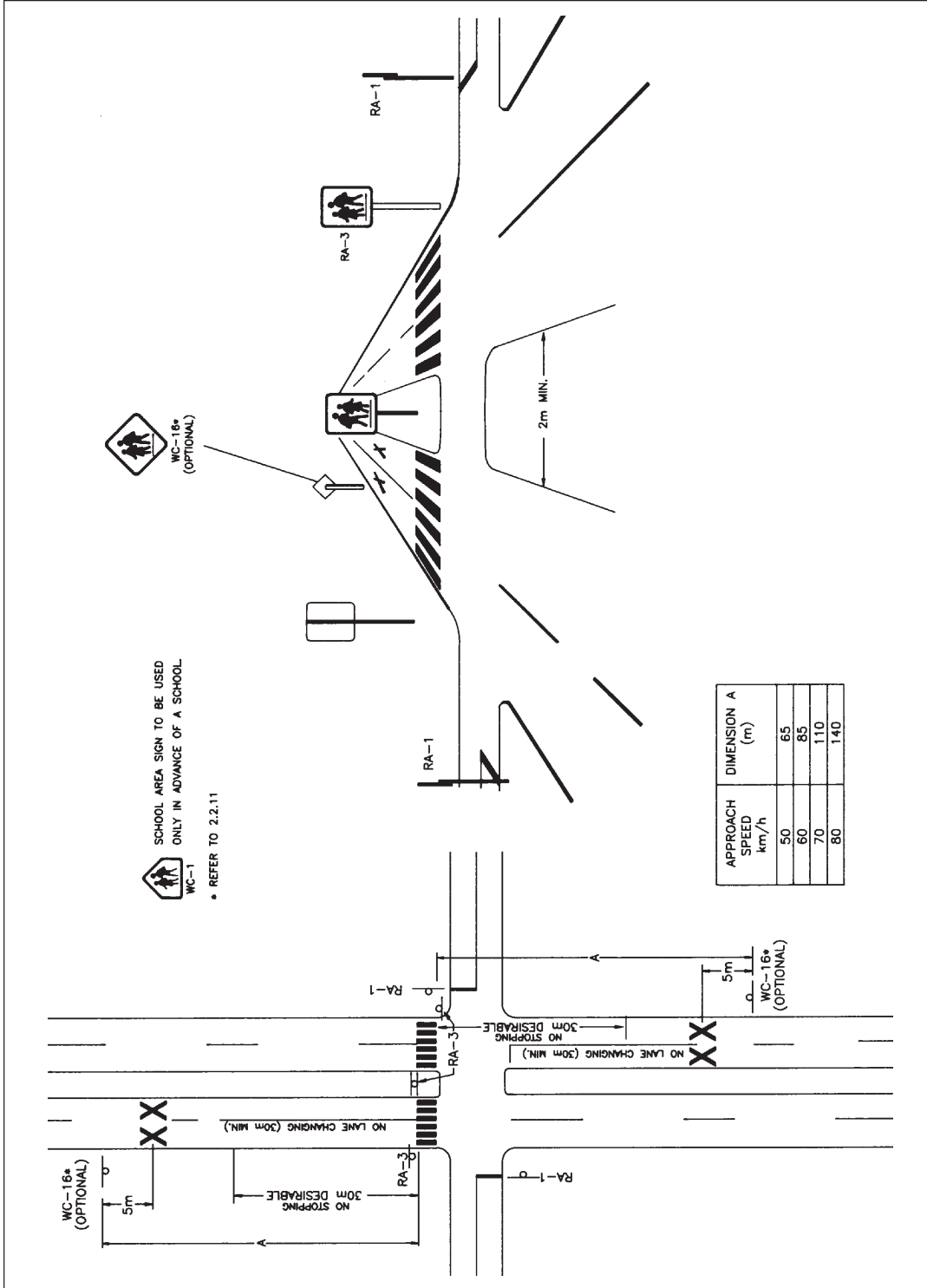


2.2 Advance 'X' Crossing



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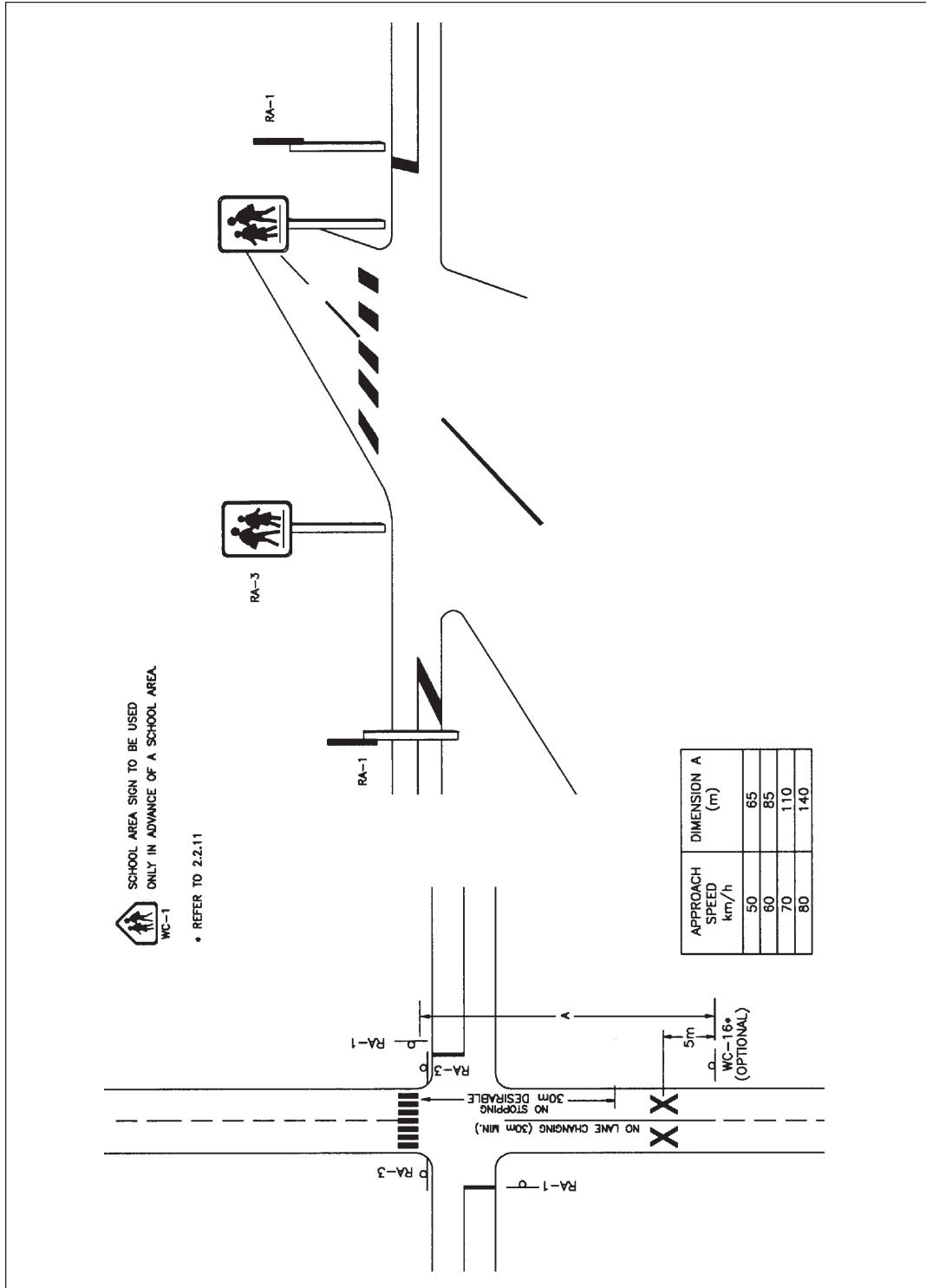
Chapter: Application and Installation	Date: April 1996
Figure: 2.2B	Page: 2-30



2.2B School Crosswalk
Side Mounted Signs
(4 Lane, 2-Way Divided)

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Chapter: Application and Installation	Date: April 1996
Figure: 2.2C	Page: 2-31

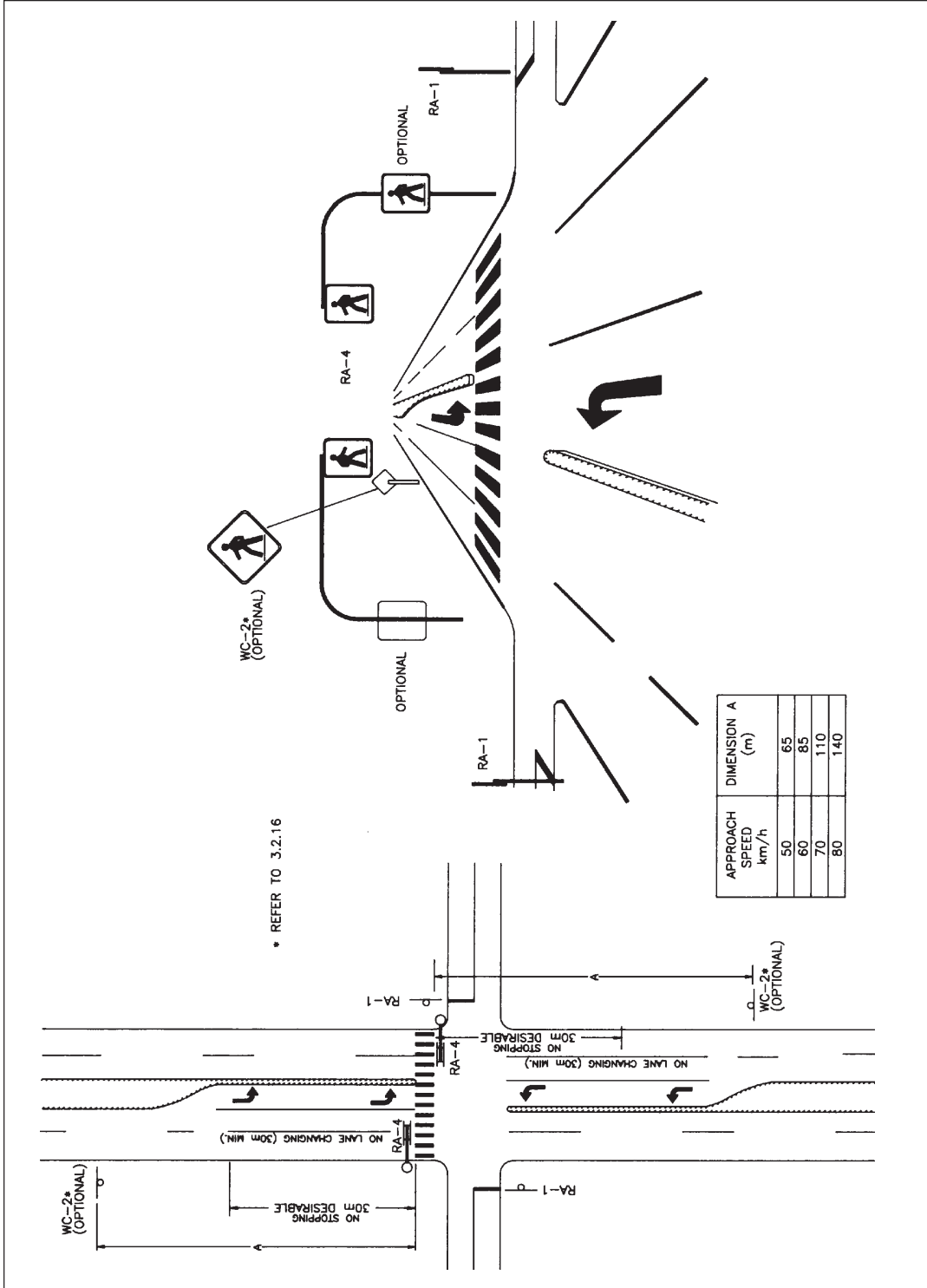


2.2C School Crosswalk
Side Mounted Signs
(2 Lane, 1-Way)



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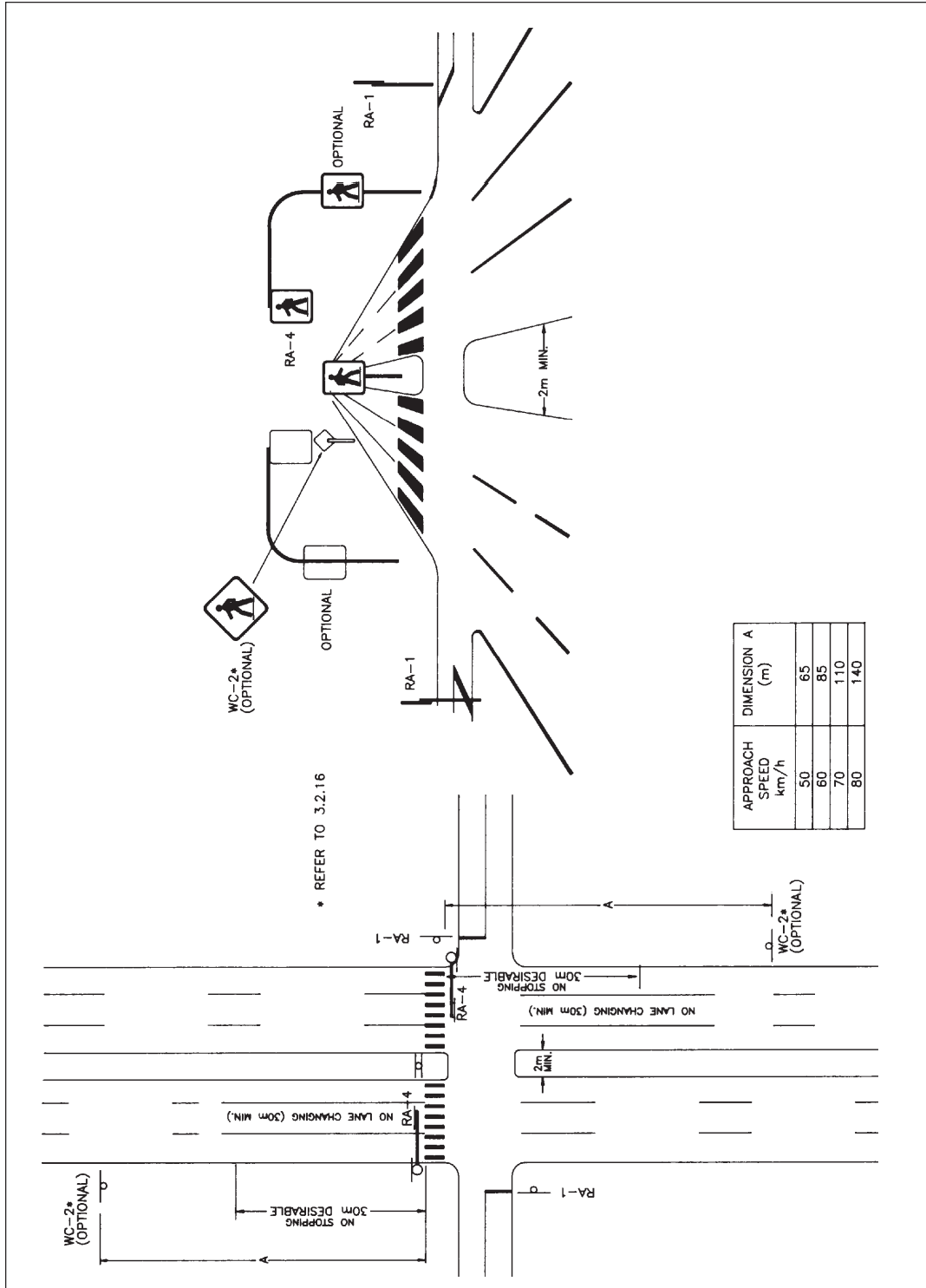
Chapter: Application and Installation	Date: April 1996
Figure: 2.3A	Page: 2-32



2.3A Pedestrian Crosswalk
Overhead Mounted Signs
(4 Lane, 2-Way)

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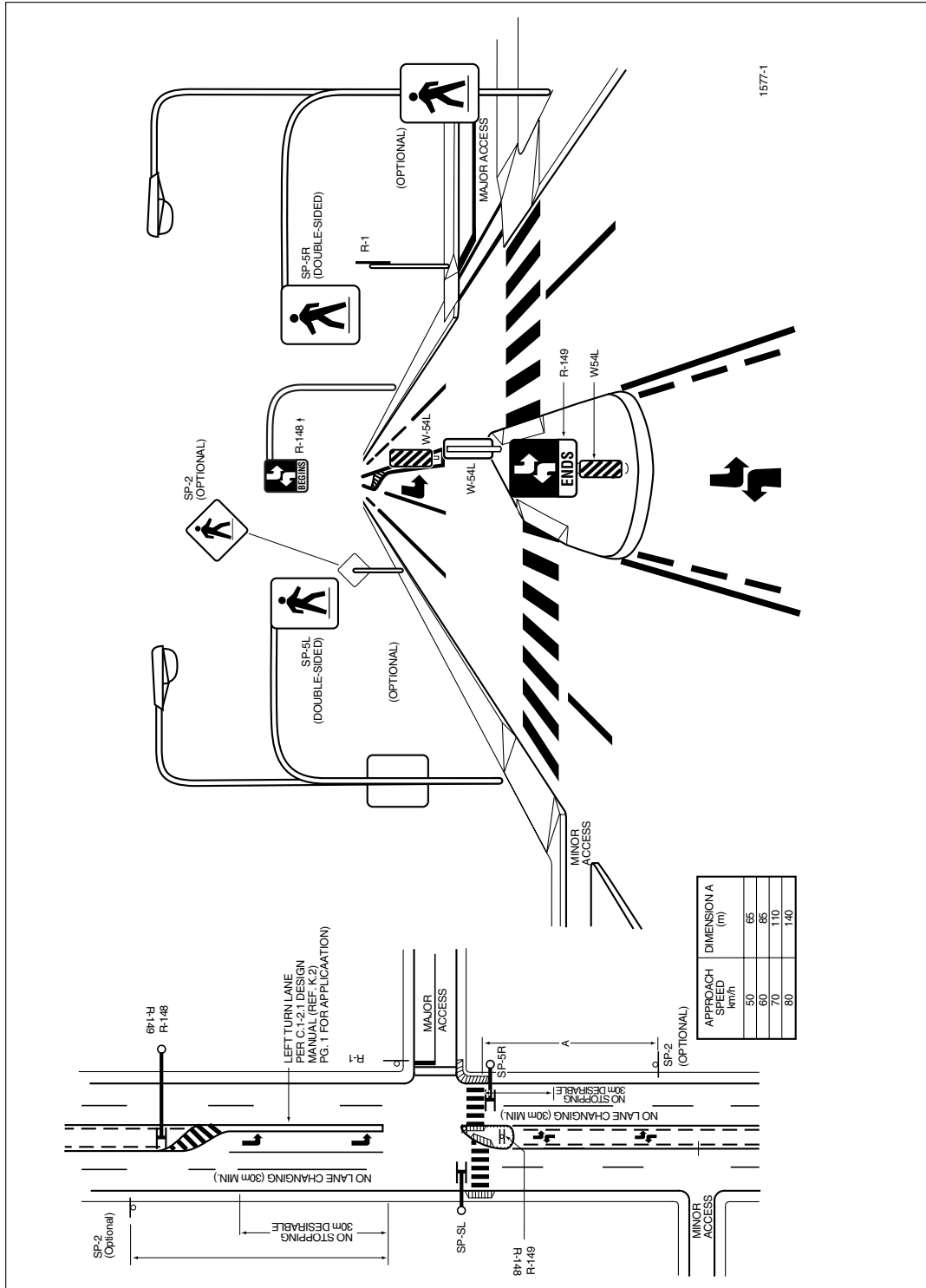
Chapter: Application and Installation	Date: April 1996
Figure: 2.3B	Page: 2-33



2.3B Pedestrian Crosswalk
Overhead Mounted Signs
(6 Lane, 2-Way Divided)

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Figure: 2.3D	Page: 2-35

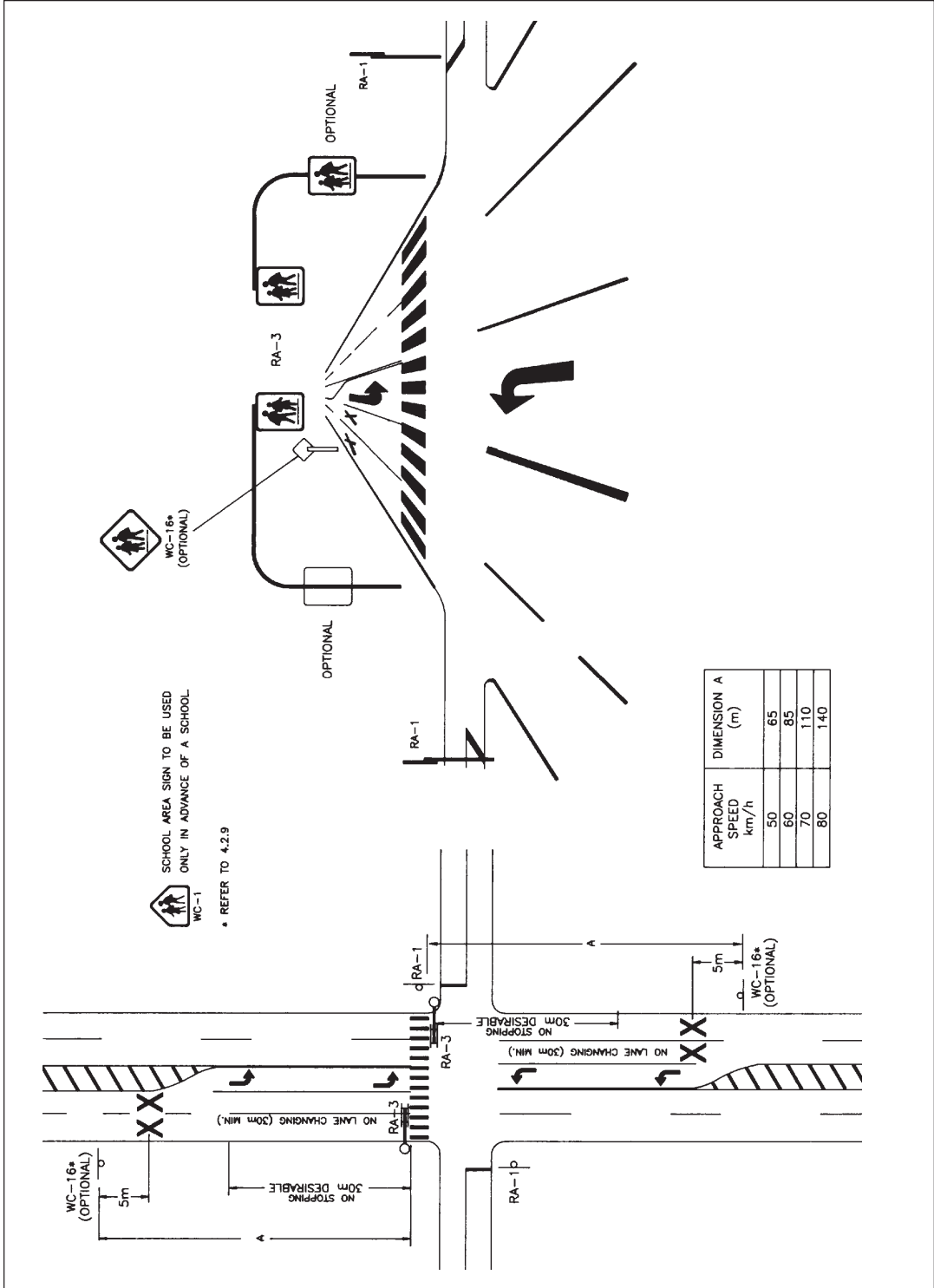


2.3D Pedestrian Crosswalk
Overhead Mounted
(4 Lane, 2-Way, 2WLTTL)



Pedestrian Crossing Control Manual for British Columbia

Chapter: Application and Installation	Date: April 1996
Figure: 2.4A	Page: 2-36

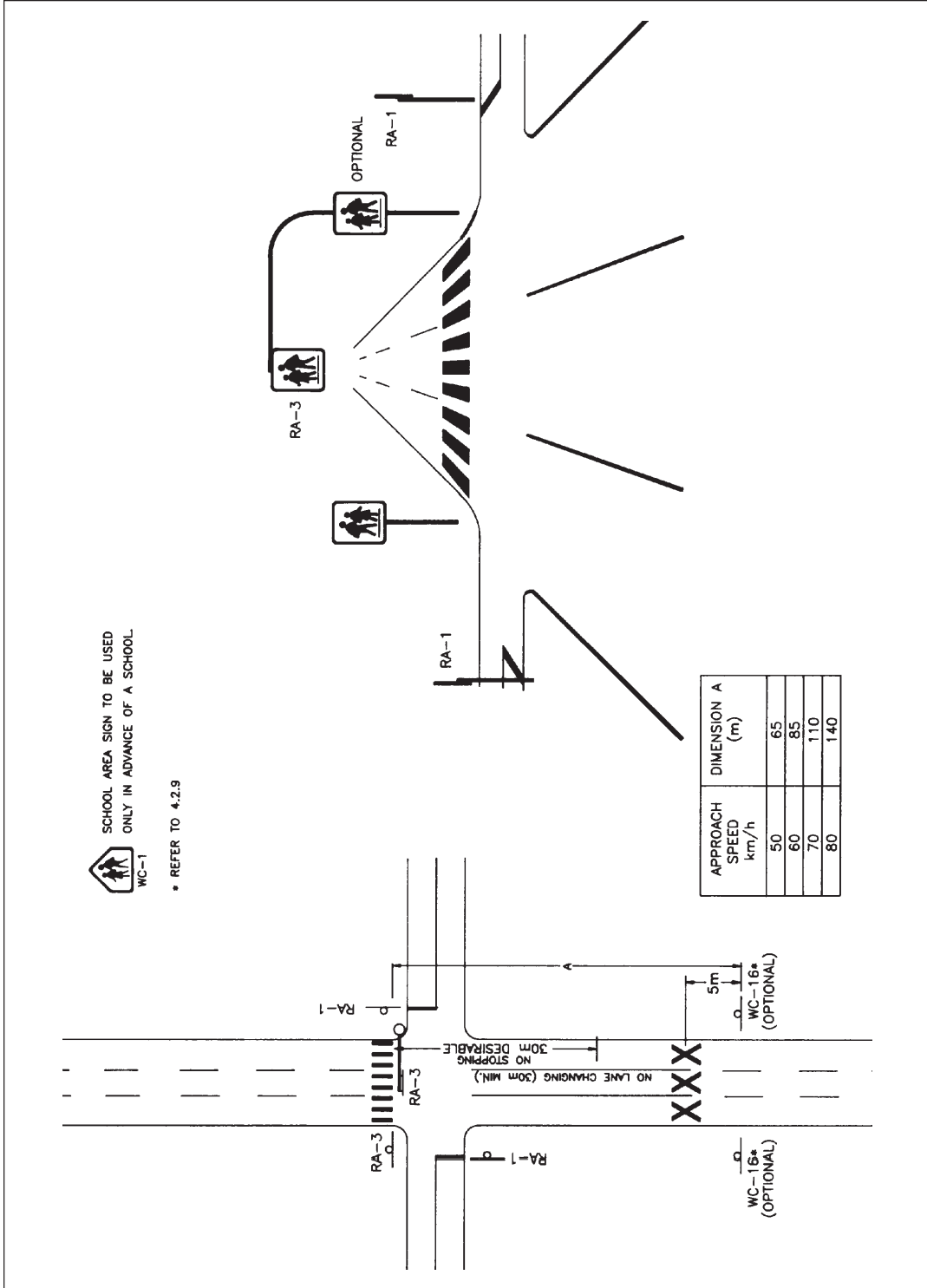


2.4A School Crosswalk
Overhead Mounted Signs
(4 Lane, 2-Way)



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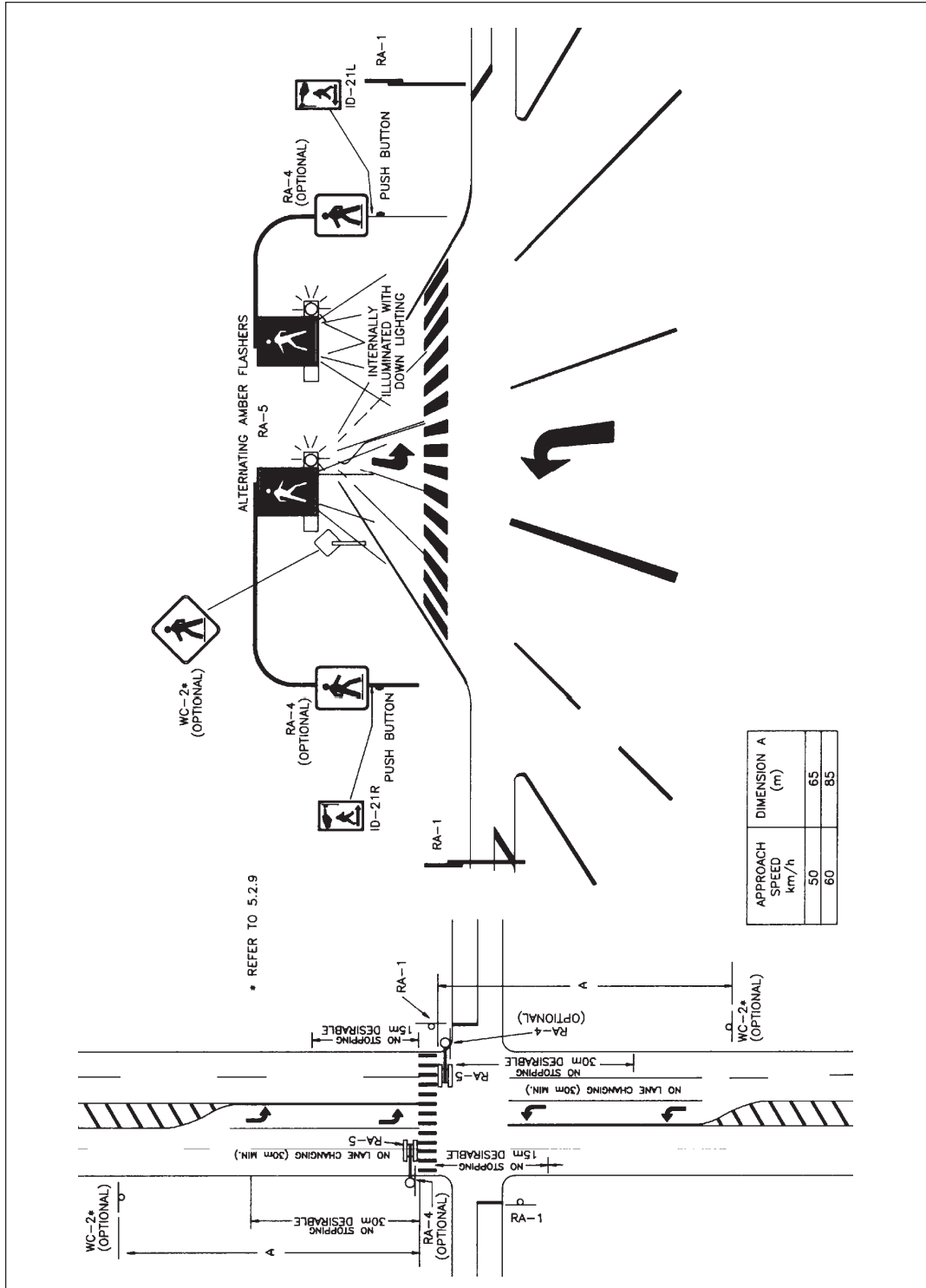
Chapter: Application and Installation	Date: April 1996
Figure: 2.4C	Page: 2-38



2.4C School Crosswalk
Overhead Mounted Signs
(3 Lane, 1-Way)

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Chapter: Application and Installation	Date: April 1996
Figure: 2.5	Page: 2-39

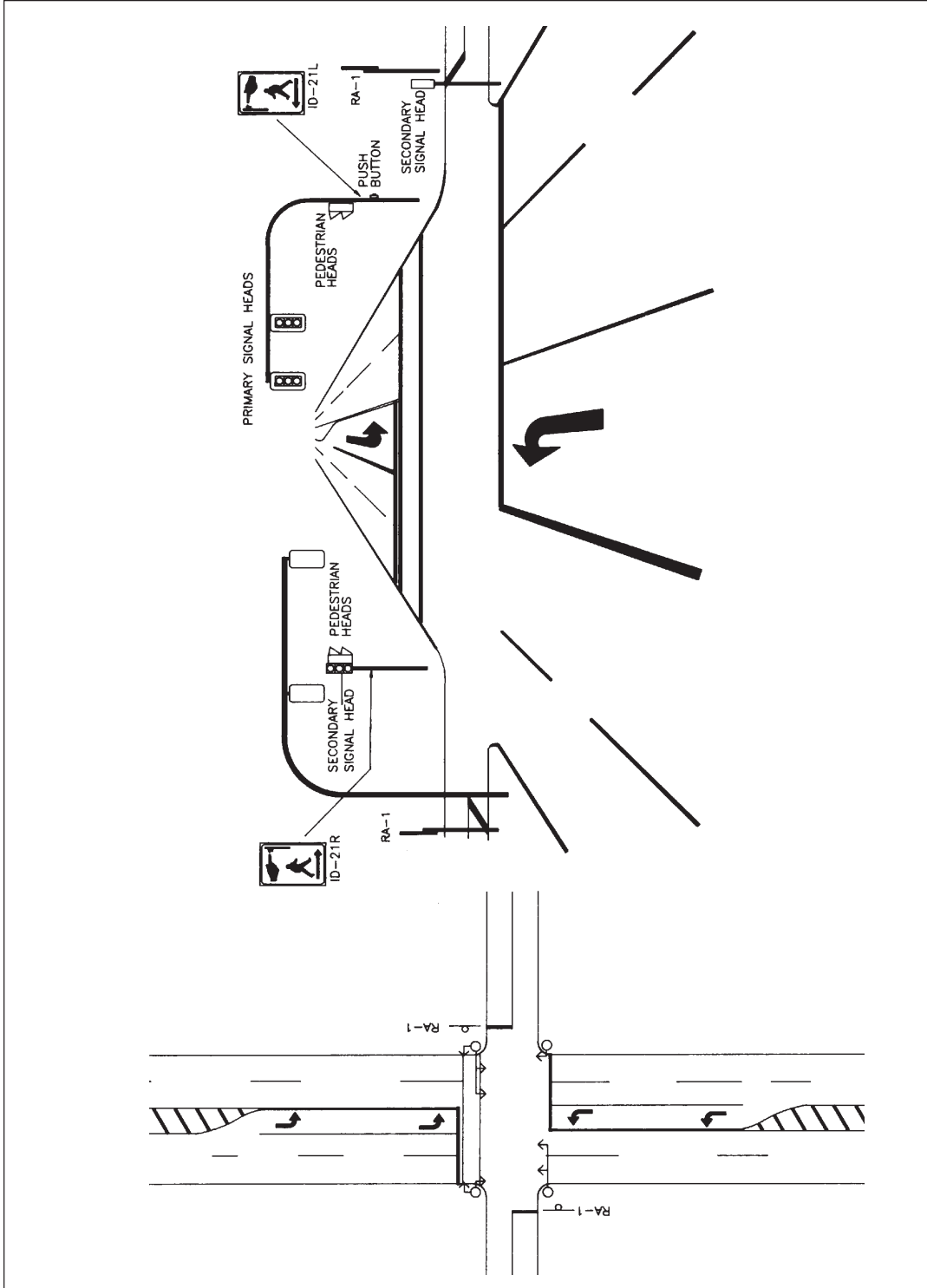


2.5 Special Crosswalk



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Figure: 2.6	Page: 2-40



2.6 Pedestrian Signal