

COUNCIL POLICY

SUBJECT: CROSSWALK PROTECTION POLICY	DATE: April 26, 1999 REFERENCE: 99/221
---	---

Long-Term Goals:

1. All pedestrian crosswalks on major two or four lane roads or high volume (10,000+ vehicles per day) collector road to be protected with either overhead signing/lighting OR pedestrian controlled signals as presented herein.
2. All pedestrian crosswalks on medium to high volume collector road (5 - 10,000 vehicles per day) to be protected with overhead signing. Supplemental lighting to be assessed on a per case basis.
3. All pedestrian crosswalks to be marked with painted bars (except at signals) and double side-mount crosswalk signs as a minimum level of protection.

Interim Goals:

1. All pedestrian crosswalks on four lane major road to be assessed and prioritized for overhead signing/lighting, or pedestrian signals. Implementation of upgrades to be phased in through Capital Budget as funding permits.
2. All pedestrian crosswalks on two lane major roads to be assessed and prioritized for overhead signing/lighting, or pedestrian signals. Implementation of upgrades to be phased in through Capital Budget as funding permits.
3. All pedestrian crosswalks on high volume collector roads to be assessed and prioritized for overhead signing/lighting, or pedestrian signals. Implementation of upgrades to be phased in through Capital Budget as funding permits.
4. All pedestrian crosswalks on medium to high volume collector roads to be assessed and prioritized for overhead signing, including lighting as warranted.

Overhead Signing - Standards:

1. Overhead mounted signing shall consist of a single crosswalk sign displayed above each directional flow of traffic. Signs will be mounted on steel davit arms on combination standards which include luminaire arms.
2. Down-lighting to be affixed to davit arms and directed onto crosswalks - one light over each directional flow of traffic.
3. Normal crosswalk signs to be displayed on EACH side of the road, two facing each directional flow of traffic.

Pedestrian Controlled Signals:

1. Crosswalk is a designated "School Crosswalk" used as a primary crossing within a Safe Route to School.
2. Crosswalk is located on a road which, during the study time periods, has average two-way traffic volumes exceeding 1,000 vehicles per hour AND pedestrian crossing volumes averaging 30 or greater per hour.
3. Locations with extenuating conditions may be viewed as warranting a pedestrian signal installation. These may include circumstances such as significant usage by senior citizens, or by persons accessing a major destination (eg. recreational facility), or a location marginally meeting the "volume" warrant but in a position unreasonably removed from an alternative protected crossing.
4. In all cases, standard safety and operational requirements must be satisfied. The proposed signal must conform to all sight line requirements and must not by its placement adversely affect or be affected by adjacent traffic control devices.