	CORPORATE POLICY MARKED CROSSWALK	Policy No: 2,027
		Approved By: Council
		Effective Date: April 25, 2016
		Resolution No.: 101-16
		Department: Planning and Infrastructure

MARKED CROSSWALK POLICY

POLICY STATEMENT


It is important that pedestrian crossing control devices are applied in a consistent manner so that drivers respond to crosswalks correctly and without delay. Marked crosswalks are designed to control traffic and allow pedestrians to cross the roadway safely.

1. PURPOSE

1.1 The purpose of this policy is to provide for the consistent application of treatment systems at signalized and non-signalized roadway intersections and at mid-block crosswalks to ensure that marked crosswalks are of a consistent quality on all local, collector, and arterial roadways.

2. DEFINITIONS

- 2.1 “Arterial Roads” means roads so designated within the City of Spruce Grove’s Geographical Information System.
- 2.2 “Collector Roads” means roads so designated within the City of Spruce Grove’s Geographical Information System.
- 2.3 “Crosswalk” means a designated portion of a roadway for pedestrians to use when crossing a street. A crosswalk may be marked with signs and pavement markings or unmarked.
- 2.4 “Crosswalk Lines” mean white pavement marking lines that identify a crosswalk.
- 2.5 “Local Roads” means roads so designated within the City of Spruce Grove’s Geographical Information System.

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2.6 “Mid-block Crosswalk” means a marked crosswalk that does not begin or end at a roadway intersection.

2.7 “Pathway” means a publicly accessible asphalt surfaced multi-use walkway.

2.8 “Pedestrian” means a person travelling on foot or on any human-powered vehicle that is not a bicycle, as well as people operating self-propelled wheelchairs due to a mobility impairment.

2.9 “Treatment System” means a combination of pedestrian crossing control devices.

2.10 “Walkway” means a public sidewalk which extends outside of the roadway right of way.

3. RESPONSIBILITIES

3.1 The Director of Public Works shall ensure that all treatment systems are maintained for marked crosswalk installations.

3.2 Wherever the term “Director of Public Works” is used, it is intended to mean either the Director of Public Works or designate.


3.3 The Director of Public Works is responsible for the maintenance and updating of this policy.

3.4 The Director of Engineering is responsible to ensure that newly developed crosswalks are constructed with the appropriate treatment systems as are stipulated within this policy.

3.5 Wherever the term “Director of Engineering” is used, it is intended to mean either the Director of Engineering or designate.

4. MARKED CROSSWALKS ON LOCAL AND COLLECTOR ROADWAYS

4.1 The treatment system for marked crosswalks on two-way local or collector roadways shall include:


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- a. White crosswalk lines applied to the road surface as:
 - i. twin solid parallel lines with a minimum spacing of 2.5 m, or,
 - ii. 2.5 m wide “zebra” markings aligned parallel to the travel lanes for school crosswalks or crosswalks connecting pathways or walkways, or for mid-block crossings,
- b. No lane change solid line markings (30 m) for multiple lane roads,
- c. Curb cuts and ramps,
- d. Side-mounted pedestrian crossing signs which are either:
 - i. 600 mm x 750 mm fluorescent lime yellow (RA-4R and RA-4L) and mounted back-to-back on both sides of the road, or,
 - ii. for school crosswalk locations, 600 mm x 750 mm fluorescent lime yellow (RA-3R and RA-3L) and mounted back-to-back on both sides of the road,
- e. Fluorescent lime yellow “Briteside” reflective panels mounted back-to-back on both sides of the road, and,

4.2 Where visibility of a marked crosswalk area is limited, a side-mounted Pedestrian Crosswalk Ahead sign (WC-2) may be installed 50 m to 150 m in advance of a pedestrian crosswalk.

4.3 The treatment system for marked crosswalks at signalized intersections or stop signs on collector roadways will include:

- a. Curb cuts and ramps,
- b. Twin solid parallel lines with a minimum spacing of 2.5 m. and,
- c. No lane change solid line markings (30 m) for multiple lane roads.

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4.4 Mid-block crosswalks on collector roadways may be equipped with pedestrian activated side-mounted rectangular rapid flashing beacons as an enhancement to the required treatment system described in 4.1.


4.5 The treatment system for mid-block crosswalks on local roads will include:

- a. White crosswalk lines applied to the road surface as:
 - i. twin solid parallel lines with a minimum spacing of 2.5 m, or,
 - ii. 2.5 m wide “zebra” markings aligned parallel to the travel lanes for school crosswalks, or crosswalks connecting pathways or walkways, or for mid-block crosswalks, or for use on one side of an uncontrolled intersection.
- b. Curb cuts and ramps,
- c. Side-mounted pedestrian crossing signs which are 600 mm x 750 mm fluorescent lime yellow (RA-4R and RA-4L) and mounted back-to-back on both sides of the road, and,
- d. Fluorescent lime yellow “Briteside” reflective panels mounted back-to-back on both sides of the road.

5. MARKED CROSSWALKS ON ARTERIAL ROADWAYS

5.1 The treatment system for marked crosswalks on two-way divided or undivided arterial roadways will include:

- a. White crosswalk lines applied to the road surface as:
 - i. twin solid parallel lines with a minimum spacing of 2.5 m, or,
 - ii. 2.5 m wide “zebra” markings aligned parallel to the travel lanes for school crosswalks, or crosswalks connecting pathways or walkways, or for mid-block crosswalks, or for use on one side of an uncontrolled intersection.

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- b. No lane change solid line markings (30 m) for multiple lane roads,
- c. Curb cuts and ramps,
- d. Side-mounted pedestrian crossing signs which are 600 mm x 750 mm fluorescent lime yellow (RA-4R and RA-4L) and mounted back-to-back on both sides of the road and in the center median for divided roadways,
- e. Fluorescent lime yellow “Briteside” reflective panels mounted back-to-back on both sides of the road and in the median on divided roadways, and,

5.2 Where visibility of a marked crosswalk area is limited, a side-mounted Pedestrian Crosswalk Ahead sign (WC-2) may be installed 50 m to 150 m in advance of a pedestrian crosswalk.


5.3 The treatment system for crosswalks at signalized intersections or stop signs on arterial roadways will include:

- a. Curb cuts and ramps,
- b. Twin solid parallel lines with a minimum spacing of 2.5 m. and,
- c. No lane change solid line markings (30 m) for multiple lane roads.

6. SPECIAL CROSSWALKS

6.1 The treatment system for special crosswalks will include:

- a. Pedestrian-activated overhead flashing amber beacons,
- b. 2.5 m wide “zebra” pavement markings,
- c. Side-mounted, white 600 mm x 750 mm (RA-4R and RA-4L) pedestrian crossing signs installed facing traffic on both sides of the road,

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- d. Additional side-mounted pedestrian crossing signs mounted back-to-back on both sides of the road,
- e. Active crosswalk flashing beacon indicators for pedestrians,
- f. Rectangular rapid flashing beacons, and,
- g. No lane change solid line markings (30 m) for multiple lane roads.

6.2 Where visibility of a special crosswalk area is limited, a side-mounted pedestrian crosswalk ahead sign (WC-2) may be installed 50 m to 150 m in advance of a pedestrian crosswalk.

7. ROUNDABOUTS

7.1 Signs and pavement markings for crosswalks at roundabouts will be designed on an as-required basis and in general accordance to guidelines developed by the Transport Association of Canada.

RELATED DOCUMENTS

Bylaw C-911-15, Traffic Bylaw, as amended

APPROVAL	
Mayor: <u>Original signed by Stuart Houston</u>	Date: <u>April 27, 2016</u>