

Crosswalk Information

- Determination of whether a crosswalk needs to be marked is based primarily on the necessity to create a gap in traffic.
- Crosswalks will not be marked at locations where pedestrian safety may be compromised:
 - Where visibility is restricted by horizontal or vertical alignment;
 - Where stopping sight distance is insufficient due to prevailing operating speeds; and
 - By complex lane configuration and usage.
- Transportation Association of Canada Pedestrian Crossing Control Guide was developed to promote uniformity across the Country for pedestrian crossings and is used as a guide by HRM.



Transportation Association of Canada

Pedestrian Crossing Control Manual

Pedestrian Crossing Control Manual	1998	2012
Pedestrian Volume	Greater than 20 EAUs crossings per hour in at least one hour of the day AND	Is the average hourly pedestrian volume over 7 consecutive hours greater than 15 EAUs AND
Vehicular Volume	Vehicular volume that results in fewer than 120 pedestrian crossing gaps per hour during peak traffic times, or 800 vehicles per hour	vehicular volume greater than 1500 vehicles per day
Spacing	Crosswalks should not be marked at locations within 200m of an existing marked crosswalk	Crosswalks should not be marked at locations within 200m of an existing marked crosswalk
Connectivity		“Is this location on pedestrian desire lines or is there a requirement for system connectivity”

- Pedestrian volume is converted to Equivalent Adult Units (EAUs) to account for pedestrian age and physical ability
- The type of device installed depends on specific site conditions.

Challenges- Rural/Suburban areas

- Infrastructure
 - Often little, if any, supporting pedestrian infrastructure in older subdivisions
 - Installation of sidewalks is very costly in rural areas with roadside ditches
 - Limited capital funding for new sidewalk construction
- Pedestrian volumes - Often fewer pedestrians walking in rural areas thus TAC volume standard difficult to achieve
- Geometry does not always provide adequate side distance (road curvature) whereas urban areas tend to be more of a grid structure
- Lighting

Challenges – Urban Areas

- Infrastructure
 - Underground infrastructure may interfere with the proper placement of poles
 - Placement of pedestrian ramps in desired location is not always possible due to location of catch basin
- Crosswalk spacing – there are numerous existing crosswalks in the downtown core and continue to receive requests for more but they do not meet TAC guideline spacing requirements
- Lighting