

	OVERHEAD MOUNTED PEDESTRIAN CROSSWALK SIGNS		Issued: NOV 2015
			Revised:
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RECOMMENDED PRACTICES	PART	HIGHWAY SIGNS	
	SECTION	REGULATORY SIGNS	
	SUB-SECTION		

General

The basic pedestrian marked crosswalk uses side-mounted signs and painted lines to alert drivers to the possibility of a person crossing the road. When visibility of side-mounted signs is limited, overhead mounted signs can be used.

Overhead mounted signs are positioned over the marked crosswalk. They are of particular significance on multi-lane roadways, as overhead signs are located more centrally within the drivers' cone of vision.



Standard

The standard (RA-4) Pedestrian Crosswalk sign should be used for overhead mounted systems. The RA-4 sign has a black pedestrian symbol over a white background. Section H8.4 of the Roadside Design Guide provides information on designing the sign support structures for overhead signs.

The minimum size for the RA-4 sign is 600 x 750 mm. When the speed limit is 70 km/h and the AADT is greater than 2000 vehicles per day, an oversized sign with dimensions of 900 x 1200 may be used.

Either RA-4L (left) or RA-4R (right) should be chosen to show that the pedestrian symbol is walking into the street from the curb.

RA-4	600 x 750 mm 900 x 1200 mm	
Colour	Symbol + border Background	Black White
Sheeting	ASTM Type III or IV	

Guidelines for Use

Overhead mounted signs should only be considered on multi-lane roadways where the visibility of side-mounted signs is limited. A multi-lane roadway is a two way roadway with two or more lanes per direction or a one way roadway with three or more lanes.

The driver's view of side-mounted signs can be restricted by objects or characteristics of the roadway environment such as parked vehicles, trees, hills, and horizontal curves.

Overhead mounted signs should not be used when other means of improving visibility are reasonable including parking restrictions, removal of trees or other vegetation, and the relocation of other signs or utility poles. In certain situations, more intensive changes like curb extensions may be viable for improving sightlines. When an alternative has the potential to be as costly as overhead pedestrian signs, a cost analysis and comparison should be completed prior to making a decision.

Operational factors must also be considered as they can increase or decrease the severity of the sight restriction and the risk to the pedestrian. The number of lanes, traffic volume, and speed limit are important factors in evaluating the need for overhead signs. When there is a high number of lanes or additional turning lanes in front of a crosswalk, drivers in the inside lanes will be less likely to notice signs that are located further away from the centre of their vision. Similarly, a speed limit of 70 km/h and a high traffic volume will increase the driver workload, which can subsequently make the drivers in the inside lanes less aware of the signs in their periphery as well as less likely to expect a pedestrian. These operational factors must be considered in terms of their relationships to each other and the sight restriction.

Guidelines for Placement

The RA-4 sign is mounted over the crosswalk, facing the direction of traffic. The sign must have at least 5.8 m of vertical clearance from the roadway surface to the bottom of the sign. The vertical placement of overhead signs is described in the Recommended Practices for the Placement of Signs guideline.

On a two way road, each approach should have its own sign and mounting system, with the sign centred over the approach lanes where feasible. The signs should be mounted back to back for optimal visibility.

On a one way road, overhead signs should be placed on both sides of the road on separate mounting systems.

References to Standards

Roadside Design Guide	Section H8.4 Overhead Signs
Recommended Practices Section: General	Placement of Signs