

Yield to Pedestrians Sign

The Yield to Pedestrians sign Rb-73 (OTM) should be placed in advance of locations that are exclusively for pedestrians, for example at bus stops. This sign, shown in **Figure 4.92**, indicates to cyclists that they are required to yield to pedestrians in these areas.

Figure 4.92 – Yield to Pedestrians Sign



Rb-73 (OTM)
(300 mm x 450 mm)

Dismount and Walk Sign

The option of asking cyclists to dismount and walk their bikes should not be relied upon in lieu of adequately accommodating cyclists through appropriate road design. Being propelled by muscular power, cyclists more than any other vehicle operators will prefer to sustain their momentum and avoid stopping. Cyclists usually find it difficult to rationalize why “dismount and walk” restrictions are in place, and conclude that they were a poor, illogical or arbitrary decision. Thus, if facility designs cause cyclists to make what they consider to be unnecessary stops, this will increase the likelihood that they will ignore or disobey traffic controls.

Consequently, the Dismount and Walk sign Rb-70 (OTM), shown in **Figure 4.93** should be used only in exceptional cases, such as where an in-boulevard facility ends, and cyclists would discharge into a sidewalk or pedestrian zone.

Figure 4.93 – Dismount and Walk Sign



Rb-70 (OTM)
(300 mm x 300 mm)

Pedestrian and Bicycle Crossing Ahead Sign

The Pedestrian and Bicycle Crossing Ahead sign Wc-15 (OTM), shown in **Figure 4.94**, should be placed on the roadway at the approach to an in-boulevard facility. The right or left version of the sign should be used as appropriate such that the pedestrian and bicycle symbols are oriented towards the centre of the road. The Crossing tab sign Wc-32t (OTM), shown in **Figure 4.95** must be attached below Wc-15 (OTM) to convey the meaning of the sign.

Figure 4.94 – Pedestrian and Bicycle Crossing Ahead Sign



Wc-15 (OTM)
(600 mm x 600 mm)