

**National Committee on Uniform Traffic Control Devices
TECHNICAL COMMITTEE RECOMMENDATION**

Approved by NCUTCD Council - June 24, 2005

Add proposed text (shown in red and underlined) at the end of Section 4E.06 as follows:

Guidance:

When provided, vibrotactile pedestrian devices should be located next to, and on the same pole as, the pedestrian pushbutton, if any, and adjacent to the intended crosswalk.

Option:

Pedestrians may be provided with additional features such as increased crossing time, audible beaoning, or a pushbutton information message as a result of an extended pushbutton press.

Standard:

If an extended pushbutton press is used to provide any additional feature(s), a pedestrian who holds the pushbutton down for press of less than one second shall actuate only the pedestrian timing and any associated accessible WALK signal, and a pedestrian who holds the pushbutton down for press of one second or more shall actuate the pedestrian timing, any

associated accessible WALK signal, and any additional feature(s).

Add proposed text (shown in red and underlined) and delete text (shown in blue and crossed out) near the end of Section 4E.09 as follows:

Option:

At locations with pretimed traffic signals or nonactuated approaches, pedestrian pushbuttons may be used to activate the accessible pedestrian signals.

~~The audible tone(s) may be made louder (up to a maximum of 89 dBA) by holding down the pushbutton for a minimum of 3 seconds. The louder audible tone(s) may also alternate back and forth across the crosswalk, thus providing optimal directional information.~~

Pedestrians may be provided with additional features such as increased crossing time, audible beaconing, or a pushbutton information message as a result of an extended pushbutton press.

Standard:

If an extended pushbutton press is used to provide any additional feature(s), a pedestrian who holds the pushbutton down for press of less than one second shall actuate only the pedestrian timing and any associated accessible WALK

signal, and a pedestrian who holds the pushbutton down for press of one second or more shall actuate the pedestrian timing, any associated accessible WALK signal, and any additional feature(s).

Option:

The name of the street to be crossed may also be provided in accessible format, such as Braille or raised print.

Delete Paragraph 4 (shown in blue and crossed out) in Section 4E.09 as follows:

Option:

Accessible pedestrian signal detectors may be pushbuttons or passive detection devices.

~~Pushbutton locator tones may be used with accessible pedestrian signals.~~

Add proposed text (shown in red and underlined) after Paragraph 2 in Section 4E.09 as follows:

Standard:

An accessible pedestrian signal detector shall be defined as a device designated to assist the pedestrian who has visual or physical disabilities in activating the pedestrian phase.

At accessible pedestrian signal locations with pedestrian actuation, each pushbutton shall activate both the walk interval and the accessible pedestrian signals.

An accessible pedestrian pushbutton shall incorporate a locator tone.

Add proposed text (shown in red and underlined) after Paragraph 2 of Section 4F.01 as follows:

CHAPTER 4F. TRAFFIC CONTROL SIGNALS AND BEACONS FOR EMERGENCY VEHICLE ACCESS

Section 4F.01 Applications of Emergency-Vehicle Traffic Control Signals and Beacons

Support:

An emergency-vehicle traffic control signal is a special traffic control signal that assigns the right-of-way to an authorized emergency vehicle.

Option:

An emergency-vehicle traffic control signal may be installed at a location that does not meet other traffic signal warrants such as at an intersection or other location to permit direct access from a building housing the emergency vehicle.

Emergency Beacons may be installed instead of an emergency-vehicle traffic control signal under conditions described in Section 4F.04.

Add a new Section 4F.04 (shown in red and underlined) at the end of Chapter 4F as follows:

Section 4F.04 Emergency Beacon

Standard:

Emergency Beacons shall be used only in conjunction with signs to warn and control traffic at an unsignalized location where emergency vehicles enter or cross a street or highway. Emergency Beacons shall be actuated only by authorized emergency or maintenance personnel.

Support:

Ordinarily Emergency Beacons are installed immediately adjacent to a fire station or rescue service facility, but in some cases the emergency services facility is on a side road, away from the point where emergency vehicles enter or cross the approaches equipped with Emergency Beacons.

Guidance:

Emergency Beacons should only be used when both of the following criteria are satisfied:

- A. The conditions justifying an emergency-vehicle traffic control signal (see Section 4F.01) are met; and
- B. An engineering study, considering the road width, approach speeds, and other pertinent factors, determines that Emergency Beacons can be designed and located in compliance with the requirements contained in Chapter 4K, such that they effectively warn and control traffic at the location.

Standard:

An Emergency Beacon shall consist of three signal sections, with a CIRCULAR YELLOW signal lens centered below two horizontally aligned CIRCULAR RED signal lenses (see Figure 4F-1). Stop lines and EMERGENCY SIGNAL—STOP WHEN FLASHING RED (R10-14) signs (see Section 2B.4045) shall be used with Emergency Beacons.

Emergency Beacons shall be dark (not illuminated) during periods between actuations.

Upon actuation by authorized emergency personnel, the Emergency Beacons shall display a flashing yellow signal indication, followed by a steady yellow change interval, prior to displaying two CIRCULAR RED signal indications in an alternating flashing array for a duration of time adequate for safe egress of the emergency vehicles. The alternating flashing red signal indications shall only be displayed when it is

required that drivers on the major street stop and not proceed until it is safe to do so. Upon termination of the flashing red signal indications, the Emergency Beacons shall revert to a non-illuminated condition.

Guidance:

The duration of the flashing yellow interval should be determined by an engineering study judgment.

The steady yellow interval should have a duration of approximately 3 to 6 seconds (see Section 4D.10). The longer intervals should be reserved for use on approaches with higher speeds.

Option:

Emergency Beacons may be equipped with a light or other display visible to the operator of the egressing emergency vehicle to provide confirmation that the beacons are operating.

Emergency Beacons may be supplemented with an advance warning sign, which may also be supplemented with a Warning Beacon (see Section 4K.03).

Standard:

When used, at least two Emergency Beacons shall be installed for each approach of the major street. When Emergency Beacons are used, a stop line shall be installed for each approach of the major street.

Option:

Emergency Beacons may be located over the roadway or adjacent to each side of the roadway at a suitable location.

Guidance:

On approaches having posted or 85th-percentile speeds in excess of 70 km/h or in excess of 40 mph, and on approaches having traffic or operating conditions that would tend to obscure visibility of roadside beacon locations, at least one of the Emergency Beacons should be installed over the roadway.

On multi-lane approaches having posted or 85th-percentile speeds of ~~less than~~ 70 km/h ~~or less~~ or of ~~less than~~ 40 mph ~~or less~~, either an Emergency Beacon should be installed on each side of the approach (if a median of sufficient width exists) or at least one of the Emergency Beacons should be installed over the roadway.

~~If installed over the roadway, An Emergency Beacon should be located between 12 m (40 ft) and 45 m (150 ft) beyond the stop line and should comply with the signal head height location requirements described in Sections 4D.15 and 4D.17.~~

~~If installed adjacent to the roadway, an Emergency Beacon should be located a suitable distance beyond the stop line.~~