

**Attachment No. 6**

**SIGNALS NO. 6**

This recommendation was approved by the Signals Technical Committee at the January 2007 meeting and approved by the National Committee Council on 01/19/07. Time constraints for item submission to FHWA for the next MUTCD process did not permit distribution to sponsors prior to National Committee action.

**TECHNICAL COMMITTEE RECOMMENDATION**

**TECHNICAL COMMITTEE:** Signals Technical Committee

**DATE OF ACTION:** January 18, 2007

**TOPIC:** **Proposed revision to Section 4E.02  
Meaning of Pedestrian Signal Head  
Indications**

**ORIGIN OF REQUEST:** Signals Technical Committee

**DISCUSSION:** The committee held a lengthy discussion concerning pedestrian displays and their associated meanings. Concerns were voiced that, according to the current required operations for countdown pedestrian signals, the zero value is “lying” to the pedestrian as it is displayed before the pedestrian, walking at the assumed walking speed, is expected to have completed their crossing.

Section 4E.07 requires that the zero be displayed at the end of the pedestrian change interval. The countdown display is not permitted to extend, or count down, during the yellow change interval. Therefore, at locations where the pedestrian clearance time includes either the yellow change interval or the yellow change and red clearance intervals, then the zero countdown display will be displayed several seconds before the end of the pedestrian clearance time.

The discussion included a recommendation that, where countdown pedestrian signals are present, pedestrians should be permitted to make their own determination of whether or not they have sufficient time to begin and complete their crossing during the remaining pedestrian clearance time. Since many pedestrians walk at a faster speed than the speed used to calculate the pedestrian clearance time, many pedestrians are easily able to begin and complete their crossing during the displayed countdown period.

The discussion included consideration of requiring that pedestrians that begin their crossing during the countdown display must complete their crossing before a conflicting signal indication is displayed. However, it was noted that the pedestrians making the crossing would often have no way to determine when that

conflicting indication would be displayed. However, even though the zero may be displayed before the end of the pedestrian clearance time, pedestrians making their crossings can reasonably anticipate when the zero will be displayed based on the progression of the countdown display.

Two support items were discussed. Salt Lake City, Utah has a local ordinance permitting pedestrian crossings to begin during the countdown display. Following is the applicable text from the Salt Lake City Code of Ordinances:

A countdown clock (displaying time in seconds remaining in the pedestrian crossing phase) in conjunction with the flashing orange upraised hand means that a pedestrian facing the signal indication may start to cross the roadway in the direction of the signal indication, but only if such pedestrian is able to safely walk completely across the street or to a safety island before the countdown clock shows no remaining time. (Ord. 62-02 § 21, 2002)

Scott Wainwright advised that a study in San Francisco indicated a reduction in pedestrian accidents at locations equipped with countdown pedestrian signals. Scott advised he assumed – but did not know positively - that the countdown operation that was studied included the zero being displayed during at the end of the pedestrian change interval. Follow-up information received from the City of San Francisco following the NC meeting confirmed that this was the case. It is unclear from the information provided whether or not the flashing upraised hand continued into yellow change interval prior to the installation of the countdown pedestrian signals.

**COMMITTEE ACTIONS:**

After much discussion, the Signals Technical Committee voted to recommend that the National Committee Council approve changing Section 4E.02 as shown below to permit pedestrians to begin a crossing maneuver during the countdown display where countdown pedestrian signals are present. It is noted that this change will require a coordinated change to the Uniform Vehicle Code.

**VOTE:**

For	-	26
Opposed	-	1
Abstentions	-	0

**REFERENCE TO AFFECTED  
SECTIONS IN MUTCD:**

Section 4E.02	Meaning of Pedestrian Signal Head Indications
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## Section 4E.02 Meaning of Pedestrian Signal Head Indications

### Standard:

Pedestrian signal head indications shall have the following meanings:

- A. A steady WALKING PERSON (symbolizing WALK) signal indication means that a pedestrian facing the signal indication is permitted to start to cross the roadway in the direction of the signal indication, possibly in conflict with turning vehicles. The pedestrian shall yield the right-of-way to vehicles lawfully within the intersection at the time that the WALKING PERSON (symbolizing WALK) signal indication is first shown.
- B. A flashing UPRAISED HAND (symbolizing DONT WALK) signal indication means that a pedestrian shall not start to cross the roadway in the direction of the signal indication, but that any pedestrian who has already started to cross on a steady WALKING PERSON (symbolizing WALK) signal indication shall proceed out of the traveled way, except that if a countdown pedestrian signal indication is also present, pedestrians shall be permitted to leave the curb if they are able to travel to the far side of the traveled way or to a median by the time the countdown pedestrian signal displays zero.
- C. A steady UPRAISED HAND (symbolizing DONT WALK) signal indication means that a pedestrian shall not enter the roadway in the direction of the signal indication.
- D. A flashing WALKING PERSON (symbolizing WALK) signal indication has no meaning and shall not be used.