

# Chapter 14

## PEDESTRIAN SIGNAL PLAN

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## 14 PEDESTRIAN SIGNAL PLAN

### 14.1 General

A pedestrian signal is a very specific type traffic signal, typically installed mid-block, consisting of Type 2 signal heads to control vehicles and pedestrian signals with push buttons to control pedestrians. The signal heads remain green until the push button is activated. Vehicle actuation may be present to better protect the dilemma zone, but often no vehicular detection is used. A few pedestrian signals have been installed in the past, but are no longer allowed on the state highway system because other types of devices are now be used to aid pedestrians crossing the roadway, such as rectangular rapid flashing beacons (RRFB) and pedestrian hybrid beacons. See Chapter 12 for more information on RRFB and pedestrian hybrid beacons.

Pedestrian signals have also been installed at intersections and are more commonly referred to as “half-signals”, as the mainline traffic is controlled by signal indications that cycle based on pedestrian actuations while the side street traffic is controlled by STOP signs. Half-signals are prohibited on the state highway system.

The “pedestrian signal” plan sheet title name should not be used, and is retained only for historical and archiving purposes. Many of the of the archived plans classified as pedestrian signal plan sheets are actually overhead continuous operation warning beacons with pedestrian crossing signs, not true pedestrian signals.

For reference, three examples of pedestrian signals are shown in the following figures.

**Pedestrian signals and Half-signals are PROHIBITED on the State Highway.**

Figure 14-1 | Pedestrian Signal Installed at Intersection (Half-Signal), Example 1



Figure 14-2 | Pedestrian Signal Installed Mid-Block, Example 2



Figure 14-3 | Pedestrian Signal Installed Mid-Block (plan sheet from the 1970's), Example 3

