

### ***Pedestrian Signals at Signalized Intersections***

Pedestrian signal heads provide illuminated symbols of a walking person (symbolizing walk) and an upraised hand (don't walk). These signals direct pedestrians when to cross the street. Some crosswalk signals include a numeric countdown timer.

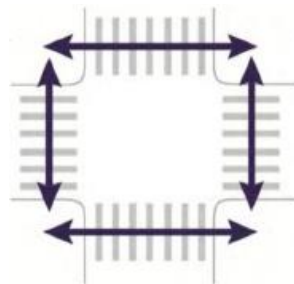
Per the Manual on Uniform Traffic Control Devices Section 4E.02, the pedestrian signal head indications have the following meanings:

- 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.
- 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.
- 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.

There are two types of pedestrian phasing that may be used at a signalized intersection: exclusive and concurrent.

### ***Exclusive Phasing***

An exclusive pedestrian phase occurs when traffic is stopped on all approaches to allow pedestrians to cross any leg of the intersection. This operation is generally used in downtown areas with high pedestrian volumes. The majority of the traffic signals in the City operate with exclusive pedestrian phasing, for example, the intersections of Main Street, King Street, and Pleasant Street and Main Street (Florence) at both Chestnut Street and Maple/North Maple Street. This phasing provides a feeling of security for all pedestrians, but it results in much longer delays for both pedestrians and motor vehicles. The increase in pedestrian delays may cause frustration resulting in pedestrians crossing during the do-not-walk interval with parallel traffic if no conflicts are apparent.

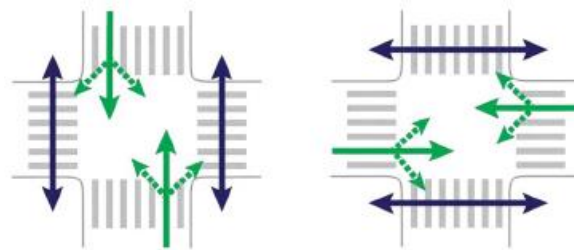


***Exclusive Pedestrian Phasing***

*Image credit: NYCDOT*

### **Concurrent Phasing**

A concurrent pedestrian phase allows the pedestrian to cross in the same direction at the same time as parallel motor vehicle traffic. Motorists are permitted to turn left or right across pedestrians' paths while the walk signal is on. However, they must yield to pedestrians in the crosswalk. Roadway users must exercise more caution and judgement as there may be conflict between turning vehicles and pedestrians. Concurrent operation results in less delay to both pedestrians and motor vehicles. Several intersections in the City use this pedestrian phasing, for example, the intersections of Finn Street and State Street, King Street and North Street, and Elm Street and Bedford Terrace.



*Concurrent Pedestrian Phasing*

*Image credit: NYCDOT*

“Turning Vehicles Yield to Pedestrian” signs are installed to alert motorists that there may be pedestrians crossing and they should yield.

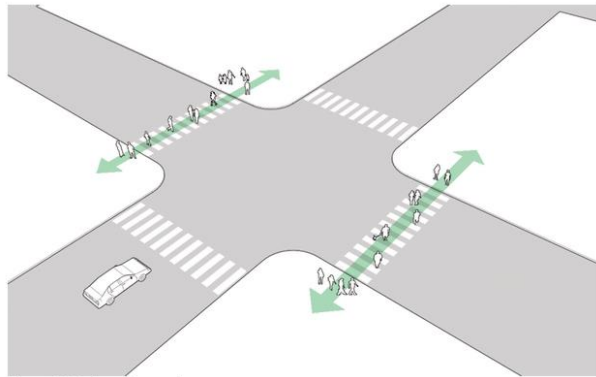


Turning Vehicles Yield to Pedestrian Sign

*Image credit: Manual on Uniform Traffic Control Devices*

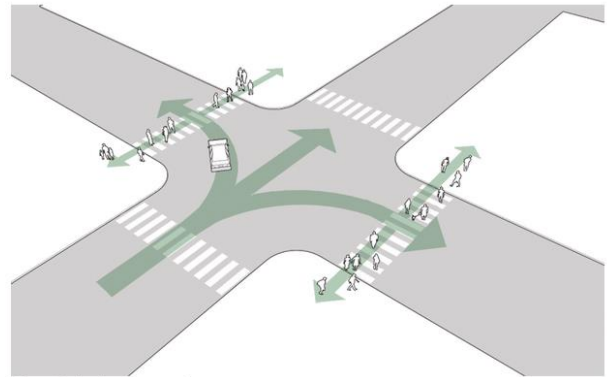
### **Leading Pedestrian Intervals**

Leading Pedestrian Interval (LPI) is one option used with concurrent pedestrian phasing to increase pedestrian safety. This allows pedestrians into the crosswalk 3 to 7 seconds prior to motor vehicles getting the green indication. This is beneficial as it establishes pedestrian presence early so motorists who are turning left or right are more likely to yield. See an example of the leading pedestrian interval as shown by New York City DOT (LINK). <https://youtu.be/YKemPoxs6EY>



**Phase 1: Pedestrians only**

Pedestrians are given a minimum 3–7 second head start entering the intersection.



**Phase 2: Pedestrians and cars**

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

*Image credit: NACTO*

### ***Laws for Drivers and Pedestrians***

Public ways are shared by various modes of transportation. Sometimes it may be unclear who has the right of way. Please refer to the laws below from the [Massachusetts Driver's Manual](#).

#### Laws for Drivers

- You must yield to pedestrians entering or using a crosswalk in your travel path.
- Never let your vehicle block a crosswalk.
- You must yield to pedestrians if your traffic signal is red or if it is red and yellow.
- Never pass a vehicle that is stopped or slowing for a pedestrian.
- You must yield to pedestrians when turning into a driveway or parking lot.

#### Laws for Pedestrians

- Use a crosswalk if one is available.
- At crosswalks with pedestrian signals, push the button on the pole and wait for a WALK signal. Intersections without buttons automatically give WALK signals.
- When the WALK signal is shown, you can begin to cross. When DON'T WALK is shown, you should not begin to cross; if you are already in the crosswalk, you should finish crossing.
- Before you cross a roadway, stop at the curb and look left and right for traffic. Be alert. Look out especially for cars turning on to the road you are crossing.