Introducing Concurrent Pedestrian Phasing at State Owned Signalized Intersections

If you would like the presentation slides in PowerPoint format, please contact Gregory Palmer at: Gregory.Palmer@ct.gov
Pedestrian Control at signalized intersections falls into one of four categories:

- **Exclusive** (≈ 925 signals)
- **Side Street Green** (≈ 1,400 signals)
- **Concurrent** (0 signals)
- **Signed for “No Pedestrian Crossing”** (≈ 170 signals)
Introducing *Concurrent* Pedestrian Phasing

**Side Street Green Phasing**

- Pedestrians cross the main roadway *while* parallel motorists have a **green ball** indication.

- The **green ball** indications are **shared** for motorists and pedestrians.

- **Issues:**
  - Motorists think they have right-of-way
  - Pedestrians are unsure when to cross
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**Exclusive Pedestrian Phasing**

- Pedestrians cross while all motorists have a red ball indication
- Separate pedestrian signal indications
- Issues:
  - Pedestrian compliance with pedestrian signal
  - Overall delay for pedestrians and drivers
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**Working toward Concurrent (Green) Pedestrian Phasing**

- Pedestrians cross the main road while side street (parallel) motorists have a green ball indication.

- Separate pedestrian signal face.

- Benefits:
  - Clarifies to pedestrians & drivers when peds should cross.
  - Increased pedestrian compliance.
  - Reduced delay to peds & drivers.
Introducing **Concurrent** Pedestrian Phasing

**Concurrent**

Signals for Parallel Motorists

*Turning Motorists Yield to Pedestrians*

Signals for Parallel Pedestrians

- **WALK**
- **Flashing Hand & Countdown Time**
- **Steady Hand**
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**Transitioning** to Concurrent Green

- **Pilot** projects
- **Signs** to alert **motorists**
- **Education** with Media Campaign

**Leading** Pedestrian Intervals (LPI)

- **Proven safety benefit**
- To be used wherever possible in Concurrent Pedestrian Phasing
- **Establishes pedestrian presence** in crosswalk “prior to” providing green ball for motorists
Introducing **Concurrent** Pedestrian Phasing

**Concurrent with Leading Pedestrian Interval (LPI)**

1. **Leading Pedestrian Interval (4")**
   - Signals for Parallel Motorists
   - Signals for Parallel Pedestrians

2. **Remaining Concurrent Phase**
   - Turning Motorists Yield to Pedestrians
   - Remaining WALK
   - Flashing Hand & Countdown
   - Steady Hand
   - Signals for Parallel Pedestrians