



# CITY OF SUFFOLK

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DEPARTMENT OF PUBLIC WORKS  
Traffic Engineering Division

## TRAFFIC ENGINEERING POLICY

### Policy on Pedestrian Signal Design and Operations Requirements

In an effort to establish consistency throughout the City, this policy will govern the design and operational requirements of pedestrian signals.

1. Pedestrian clearance intervals shall be calculated using the City of Suffolk Policy on Pedestrian Clearance Calculation.
2. Pedestrian push buttons shall be installed on any signal locations with pedestrian signal heads.
3. Any pedestrian crossing of a multilane facility shall include a pedestrian refuge in the center island and push buttons in the refuge. The crossing movement shall be designed and timed to occur in two stages.
4. Pedestrian Phasing – Concurrent vs. Exclusive

Pedestrian movements are typically served concurrently with the adjacent through movement phase at an intersection. Concern and review should be made relating to conflicts with pedestrians and right turning or left turning vehicles that operate in a permissive mode. Exclusive pedestrian phasing is utilized at some downtown CBD intersections due to legacy issues and to accommodate the volumes of pedestrians as efficiently as possible noting that this comes at a penalty of reduced vehicular capacity and longer cycle lengths. Permission of the City Traffic Engineer is required to utilize exclusive pedestrian phasing.

5. Pedestrian Phasing – Concurrent Phasing

When pedestrian phasing is used in a concurrent configuration and there is also an associated overlap phase the following standards/procedures shall be utilized.

- A. The signal controller shall be programmed to inhibit the overlap when the pedestrian walk phase is active.
- B. The overlap phase head shall utilize red ball indications rather red arrow indications.
- C. A R10-15 sign shall be installed on the mast arm adjacent to the overlap head.

