

Chapter Hy 21

TRAFFIC CONTROL SIGNALS

Hy 21.01	General	Hy 21.04	Installation of vehicular traffic control signal equipment
Hy 21.02	Effective date of regulations	Hy 21.05	Operation of traffic control signals and application of color and arrow indications
Hy 21.03	Design of vehicular traffic control signal equipment	Hy 21.06	Pedestrian signals

**Hy 21.01 General.** (1) **AUTHORITY FOR THESE RULES.** Pursuant to section 349.08(1), Wis. Stats., the commission prescribes these rules for the design, installation and operation of traffic control signals.

(2) **APPLICATION.** These rules shall apply to all traffic control signals, including those presently installed.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62.

**Hy 21.02 Effective date of regulations.** Traffic control signals which comply with chapter Hy 21 as published in the Wisconsin Administrative Register for January, 1970, may be operated until January 1, 1977, but all new traffic control signal installations made after December 31, 1972 and all traffic control signal installations in place and operating after December 31, 1976 shall comply with these rules.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62; am. Register, April, 1967, No. 136, eff. 5-1-67; am. Register, September, 1970, No. 177, eff. 10-1-70; am. Register, June, 1972, No. 198, eff. 7-1-72.

**Hy 21.03 Design of vehicular traffic control signal equipment.** (1) **DESIGN OF LENSES, REFLECTORS AND LAMP RECEPTACLES.** (a) *Shape.* The aspect of all signal lenses used to control vehicles shall be circular in shape when illuminated except that lane use control signals shall present a square aspect.

(b) **SIZE.** 1. There are two approved nominal sizes of lenses—8 inches and 12 inches.

2. The 8-inch circular lens shall have a visible diameter of not less than 7¾ inches and an overall diameter of approximately 8¾ inches.

3. The 12-inch circular lens shall have a visible diameter of not less than 11½ inches and an overall diameter of approximately 12 1/32 inches.

(c) *Signal light colors, intensity and distribution.* The color, intensity and distribution of light from red, yellow and green vehicular traffic signal lenses and also the design of arrow lenses shall meet the requirements of the revised standard of the Institute of Traffic Engineers, 2029 K Street, N.W., Washington, D.C. 20006, entitled "Adjustable Face Vehicle Traffic Control Signal Heads." A copy of the above standard and report is on file at the central office of the division of highways in Madison, and in the office of the secretary of state and revisor of statutes. When a vehicular signal lens is illuminated and the view of such indication is not physically ob-

Register, June, 1972, No. 198

structed, it shall be bright enough to be clearly visible (to drivers it controls) for a distance of at least  $\frac{1}{4}$  mile under normal atmospheric conditions. Arrow lenses shall have an opaque background. The arrow shall be the illuminated part of the lens and shall be visible only when illuminated from within. Each arrow lens shall show only one arrow direction.

(d) *Lettering.* Lettering shall in no case be used on the visible part of vehicular signal lenses.

(e) *Illumination.* Each lens shall be illuminated independently. Especially designed traffic signal lamps shall be used with a minimum nominal wattage of 67 for 8-inch lenses and 108 watts for 12-inch yellow and green lenses and 150 watts for 12-inch red lenses. When 12-inch yellow lenses are used for nighttime flashing operation, the illumination shall be reduced so that the brilliance of the lighted lens will be equivalent to the brilliance of an 8-inch yellow lens with a nominal 67-watt lamp.

(f) *Sun phantom.* The optical unit (lens, reflector, socket and visor) of a traffic control signal head shall be so designed that sun phantom, or apparent illumination of the lens will be at a minimum when the lens faces the sun and the lamp is not burning.

(g) *Visors.* Each optical unit shall be equipped with a suitable visor of such shape and size as is necessary to aid in reducing sun phantom and insure that the signal indication shall not be visible to cross-traffic to such an extent as to be confusing.

(h) *Lamp receptacle.* The lamp receptacle shall be designed to hold a lamp of required wattage with the light center at the focal point of the reflector.

(2) DESIGN OF SIGNAL HEADS. (a) *Number of lenses.* 1. Each vehicular signal face, except in a freeway entrance ramp metering control signal, shall have at least 3 but not more than 5 lenses—red, yellow and green (circular or arrow)—except where a green arrow indication is used alone to indicate continuous movement or where because of special turning movements or other problems, flashing yellow or flashing and steady red signal indications are used to supplement an otherwise normal signal installation, or where one or more signal indications are repeated in the same signal face for reasons of safety or to improve the effectiveness of the signal. Freeway ramp metering control signals may have only 2 lenses—red and green.

2. Green arrow signal indications shall be used whenever a specific movement is allowed to proceed at a time when other vehicular movements on that approach have a different signal indication. Arrow indications include a straight through arrow, a left-turn arrow and a right-turn arrow, but arrows may be placed at angles other than 0 and 90 degrees with the vertical to indicate movements into streets which leave the intersection at different angles. The straight-through arrow shall point up.

(b) *Arrangement of lenses.* 1. Lenses in a traffic signal face that is not mounted over the roadway (hereinafter referred to as post-mounted) shall be arranged in a vertical line. Lenses in a traffic signal face that is mounted over the roadway (hereinafter referred to as overhead-mounted) shall be arranged in either a vertical or horizontal line. In a vertical array, lenses of the same color may be

arranged horizontally adjacent to each other at right angles to the basic straight line arrangement. Such clusters shall be limited to 2 identical lenses or to 2 or 3 different lenses of the same color.

2. When the lenses are arranged in a vertical line, the relative positions of the lenses from top to bottom shall be: circular red, left-turn red arrow, right-turn red arrow, circular yellow, straight-through yellow arrow, straight-through green arrow, circular green, left-turn yellow arrow, left-turn green arrow, right-turn yellow arrow, right-turn green arrow.

3. When the lenses are arranged in a horizontal line, the relative position of the lenses from left to right shall be: circular red, left-turn red arrow, right-turn red arrow, circular yellow, left-turn yellow arrow, left-turn green arrow, circular green, straight-through yellow arrow, straight-through green arrow, right-turn yellow arrow, right turn green arrow.

4. One or more of the indications in a traffic signal face may be repeated by an identical indication adjacent to it. Horizontal and vertical arrangements of signal indications, in different signal faces, may be displayed to the same highway approach, provided that they meet the lateral clearances required in this chapter.

5. Left-turn arrows shall not be used in near-right signal faces, and right-turn arrows shall not be used in far-left or in far-center signal faces except that where the intersected street is a one-way street, the appropriate arrow indications may be used in the above cases.

(c) *Adjustment of signal heads.* Each signal head shall be so constructed that it may be rotated upon its vertical axis to allow each signal face to be directed at the traffic it is intended to control.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62; am. (2) (a) 1., Register, January, 1970, No. 169, eff. 2-1-70; am. (1) (a), (b), (c), (e) and r. (f); renum. (1) (g) to be (1) (f) and am. and renum. (1) (i) to be (1) (g); am. (2) (a), (2) (b) 1., (2) (b) 2., (2) (b) 3., and r. and recr. (2) (b) 4; cr. (2) (b) 5., Register, June, 1972, No. 198, eff. 7-1-72.

**Hy 21.04 Installation of vehicular traffic control signal equipment.**  
 (1) **NUMBER OF FACES.** The number of signal faces for each approach to an intersection or a midblock crosswalk shall be as follows, but a minimum of 2 signal faces is permissible for freeway ramp metering control signals:

(a) A minimum of 3 signal faces for through-traffic shall be provided and should be continuously visible from a point at least the following distances in advance of and to the stop line, unless physical obstruction of their visibility exists:

85 Percentile Speed	Minimum Visibility Distance (Ft.)
20	100
25	175
30	250
35	325
40	400
45	475
50	550
55	625
60	700

(b) Where physical conditions prevent drivers from having a continuous view of at least two signal indications as specified herein, a suitable sign shall be erected to warn approaching traffic. It may be supplemented by a yellow flashing beacon.

(c) A separate single signal face is permissible for the control of an exclusive turn lane. Such a signal face shall be in addition to the minimum of 3 signal faces for through-traffic. When the indications of a separate signal face or faces controlling an exclusive turn lane will also be visible to traffic with other allowable movements, a sign "Left" (or "Right Turn Signal") shall be located adjacent to such signal face. When the face consists entirely of arrow indications, such a sign is not required.

(2) LOCATION OF SIGNAL FACES. (a) *Visibility.* Signal faces shall be located so as to give drivers and pedestrians a clear and unmistakable indication of the right of way assignment from their normal positions on the approaches and as they enter or pass through the intersection area.

(b) *Location.* The location of signal faces for each direction of approaching traffic shall be as follows:

1. There shall be at least 2 signal faces on the far side of the intersection, one on the far-left and one on the far-right, and one signal face on the near-right side, except for ramp metering signals, where only near-right and near-left signals are required.

2. Required near-right and near-left signal faces shall be post-mounted.

3. Far-right, far-left, near-center and far center signal faces may be either post-mounted or overhead-mounted.

4. All overhead-mounted signal faces shall be in line with the approach they control and far-side overhead-mounted signal faces shall be visible from the point of compliance. When a signal face controls a specific lane or lanes, its transverse position should be unmistakably associated with the lane or lanes controlled. The use of back plates to increase the target value of overhead signal faces is recommended.

5. On divided highways, far-center signal faces shall be used in lieu of the far-left location and near-center signal faces shall be used in addition where separate left-turn indications are provided.

6. Except where the width of the intersecting street or other conditions make it physically impractical, both of the required far-side signal faces shall be located not less than 40 feet nor more than 120 feet beyond the stop line. Near-side signal indications should be located as near as practical to the stop line or point at which vehicles are to stop on a red indication. Far-side signal indications shall be located immediately beyond or over the far-side crosswalk when they can be erected on a properly designed traffic island.

7. Except where the width of the intersecting street or other conditions make it physically impractical, at least one and preferably both of the required far-side signal faces shall be located between two lines intersecting with the center of the approach lanes at the stop line, one making an angle of approximately 20 degrees to the right of the center of the approach extended, and the other making an angle of approximately 20 degrees to the left of the center of the approach extended.

8. At signalized mid-block crosswalks, there shall be a near-right post-mounted signal indication, a far-side post-mounted signal indication, and a minimum of one far-side overhead signal indication mounted over the roadway.

(3) HEIGHT AND TRANSVERSE LOCATION OF SIGNALS. (a) *Height.*

1. The bottom of the housing of a post-mounted signal face shall not be less than 8 feet nor more than 15 feet above the sidewalk or, if none, above the pavement grade of the center of the roadway, except that ramp metering signals may be mounted at a minimum height of 3 feet from the bottom of the housing to the pavement grade.

2. The lowest part of a signal assembly suspended over a roadway shall not be less than 15 feet nor more than 19 feet above the pavement grade of the center of the roadway.

(b) *Transverse location.* 1. Signal faces mounted at the side of a street with curbs or an established curb line or on a traffic island shall be located as near as practicable to that curb line, with a minimum clearance of 2 feet from the curb. A signal or its support shall not obstruct the crosswalk.

2. Where there is no curb, a signal face mounted at the roadside shall have a minimum horizontal clearance of 2 feet from the edge of the shoulder, within the limits of normal vertical clearance.

3. Required signal faces presenting identical indications simultaneously to any one approach shall be not less than 8 feet apart measured horizontally between centers of faces.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62; am. (1), (2) (b) 1., 2., and (3) (a) 1., Register, January, 1970, No. 169, eff. 2-1-70; am. (1), (2) (a) and (b) and r. (c); am. (3) (a) 2., and (3) (b), Register, June, 1972, No. 198, eff. 7-1-72.

**Hy 21.05 Operation of traffic control signals and application of color and arrow indications.** (1) **NORMAL OPERATION.** (a) The following combinations of signal indications shall not be displayed simultaneously in any one signal face, and shall not be simultaneously displayed in different signal faces on any one approach to an intersection unless such signal faces are shielded, hooded, louvered, positioned or designed so that none of these prohibited combinations of signal indications is so readily visible to drivers as to be likely to be confusing to them;

1. Circular green with circular yellow.
2. Straight-through green arrow with circular red.
3. Circular red with circular yellow.
4. Circular green with circular red.
5. Circular green with red arrow.

(b) A yellow vehicle-change interval shall be displayed following each green interval and, where applicable, following each green arrow interval, except that a yellow change interval need not be provided by ramp metering signals. The steady yellow indication shall not be used following a steady or flashing red indication.

(c) A steady yellow signal indication shall not be used as a caution signal and the steady red signal indication shall not be used to designate a through highway. The exclusive function of the steady yellow signal indication is to warn of an impending change in the right-of-way assignment.

(d) The circular yellow vehicular-change interval shall be in the range of from 3 to 6 seconds in length. The yellow arrow change-

interval shall be in the range of from 2 to 4 seconds in length. The yellow vehicle change interval may be followed by a short all-way red or other clearance interval, of sufficient duration to permit the intersection to clear before cross traffic is released, in which case the circular yellow change interval may be reduced to  $2\frac{1}{2}$  seconds.

(e) A steady circular red indication: 1. Shall be given when it is intended to prohibit traffic from entering the intersection or other controlled area.

2. Shall be displayed with the appropriate green arrow indications when it is intended to permit traffic viewing the indications to make a specified turn or turns, and to prohibit that traffic from proceeding straight ahead through the controlled area. The display of the circular red is optional where it is physically impossible for traffic to go straight ahead, as at the head of a "T" intersection.

3. Shall be given when it is intended to prohibit all traffic, except pedestrians directed by a pedestrian signal, from entering the intersection or other controlled area.

(f) A steady circular yellow indication: 1. Shall be given following a circular green indication in the same signal face except in a free-way ramp metering control signal.

2. Is an optional alternative to a yellow arrow indication following a green arrow indication in a separate signal face used exclusively to control a single directional movement where it is not practical to use the steady yellow arrow indication.

(g) A steady circular green indication should not be used in a left-turn signal face designated as such by signs as provided in section Hy 21.05 (1) (k), if left-turning vehicle movements may be in conflict with another vehicular movement.

(h) A circular green indication shall be given only when it is intended to permit traffic in each lane controlled by the indication to proceed in any direction which is lawful and practical for traffic in those lanes. This is not intended to prevent prohibition of turns, at all times or during certain periods of the day, by the erection of signs.

(i) Steady red arrow, yellow arrow and green arrow indications may be used in lieu of the corresponding circular indications at the following locations:

1. On an approach intersecting a one-way street.
2. Where certain movements are prohibited.
3. Where certain movements are physically impossible.
4. On an intersection approach which has an exclusive lane for turning movements.
5. Where turning movements are "protected" from conflicting movements by other indications or by the signal sequence.
6. Where all the movements on the approach do not begin or end at the same time and where the indications for the turning movements will also be visible to traffic with other allowable movements.

(j) If steady arrow indications are used, as provided above:

1. A steady red arrow indication shall be used only in a separate signal face which also contains steady yellow arrow and green arrow indications. It shall be used for controlling only a single traffic movement.

2. A steady yellow arrow indication shall be used following a green arrow indication which has been displayed simultaneously with a circular red indication in the same signal face, whenever it is neces-

sary to give the turning movement allowed by the steady green arrow a change indication or clearance interval before releasing a conflicting traffic movement.

3. A steady yellow arrow indication should be used (in a separate signal face) following a green arrow indication, when that face is used exclusively to control a single directional movement.

4. A steady yellow arrow indication may be used to indicate the clearance interval following the termination of a green arrow indication (when displayed simultaneously with a continuing circular green indication in the same signal face).

5. A steady green arrow indication shall always be used and shall only be used when there would be no conflict with other vehicles or with pedestrians crossing in conformance with either a steady or a flashing Walk indication.

(k) Separate signal faces for the turning movement and the straight-through movement may be used when the turning movement is discontinued while the straight-through movement continues, and also whenever the sequence of operation is such that a particular turning movement and the straight-through movement at no time are permitted simultaneously. When the indications of a separate signal face or faces controlling an exclusive turn lane will also be visible to traffic with other allowable movements, a sign "Left (or Right) Turn Signal" shall be located adjacent to such signal face. When the face consists entirely of arrow indications, such a sign is not required.

(2) CONTINUITY OF OPERATION. (a) Every traffic signal installation, except as provided herein, shall be operated as a stop-and-go device or as a flashing device. When a traffic control signal is not being operated in either manner, the signal faces shall be covered, turned, or taken down.

(b) When a traffic signal installation is being operated in the usual (stop-and-go) manner, at least one indication in each signal face shall be illuminated.

(c) When a single-section, continuously illuminated green arrow lens is used alone to indicate a continuous movement, it may be continuously illuminated when the other signal indications in the signal installation are flashed.

(3) FLASHING OPERATION OF TRAFFIC CONTROL SIGNALS. (a) *Color of indications.* When a traffic control signal is put on flashing operation, the color indications given to the several streets shall correspond to the through highway declaration established by appropriate authority. In no case shall flashing yellow indications be given to conflicting movements approaching the intersection. Arrow indications shall not be flashed. Indications in left-turn signal faces shall not be flashed unless their design, location, shielding, louvering or hooding is such as to prevent the indication from being visible to straight-through traffic to a confusing degree. Only a red signal indication may be so flashed.

(b) *Required indications.* When a traffic signal installation is being operated as a flashing device, the yellow indication shall be flashed in at least two required signal faces on each approach on which traffic is not stopped and the red indication shall be flashed in at least two required signal faces on each approach on which traffic is required to stop.

(c) *Change to and from flashing operation.* 1. Automatic changes from flashing to stop-and-go operation shall be made at the beginning of the major street green interval, preferably at the beginning of the common major street green interval, (i.e., when a green indication is shown in both directions on the major street). Automatic changes from stop-and-go to flashing operation shall be made at the end of the common major street red interval, (i.e., when a red indication is shown in both directions on the major street).

2. Where there is no common major street green interval, the automatic change from flashing to stop-and-go operation shall be made at the beginning of the green interval for the major traffic movement on the major street. It may be necessary to provide a short, steady all-red interval for the other approaches before changing from flashing yellow or flashing red to green on the major approach.

3. The change from the flashing to stop-and-go operation, or from stop-and-go to flashing operation by manual switch may be made at any time.

(d) *Flasher control.* The flashing operation of traffic control signals shall be provided by an electrical mechanism supplementary to the signal controller which shall be removable from the cabinet without affecting the flashing operation of the signal. The signal shall be flashed continuously at a rate of not less than 50 nor more than 60 times per minute. The illuminated period of each flash shall be not less than half and not more than two thirds of the total time.

(4) OPERATION OF TRAFFIC SIGNALS FOR EMERGENCY VEHICLES AND CONDITIONS. (a) *Colors, indications and sequences.* Traffic signals operated for emergency vehicles or under emergency conditions shall use standard colors, indications and sequences with which drivers and pedestrians are familiar. The use of auxiliary indications, independent of the traffic signal assembly, to indicate the existence of an emergency condition is permitted. A traffic control signal installed solely to facilitate the movement of emergency vehicles into or across a public street (firehouse signal) shall meet all the design installation and operation requirements of this manual except that at least one signal face should be located over the roadway, a sign legible at all times bearing the words "Emergency Signal" should be mounted adjacent to each signal face, and a minimum of one signal face shall face the direction of approach of the emergency vehicle.

(b) *Operation of emergency-traffic signals.* As a minimum, the indications, sequence and manner of operation of an emergency-vehicle traffic control installed at a mid-block location shall be as follows:

1. The signal indication to traffic on the street, between emergency vehicle actuations, shall be either steady circular green or flashing circular yellow.

2. There shall always be a steady circular yellow change indication shown to traffic on the street, but a change indication is not required for the emergency vehicle driveway.

3. After the yellow change indication, a steady red signal indication shall be shown to traffic on the street, which shall be followed after a pre-determined interval by the steady green or flashing yellow indication.

(c) *Operation of pre-emption devices.* Emergency pre-emption devices may pre-empt a standard intersectional traffic signal during any part of the sequence of its operations; however, a normal steady yellow clearance interval shall always precede the change from a green or flashing yellow indication to a steady or flashing red indication. Devices used in emergency vehicles to pre-empt intersectional traffic control signals shall operate at a range sufficient to permit a normal clearance interval to take place in the change from green to yellow to red (or flashing red) before arrival of the emergency vehicle at the pre-empted location. Systems in which intersectional traffic signal is pre-empted by emergency vehicles shall be designed and installed so as to provide a fail-safe indication to the driver of any emergency vehicle approaching an intersection whose equipment fails to pre-empt the traffic signal at that intersection. This fail-safe indication shall be given whether the failure results from a prior pre-emption by an emergency vehicle on the cross street, from equipment malfunction, or from any other cause.

(5) MAINTENANCE. (a) *Painting.* The inside of visors (hoods), the entire surface of louvers and fins and the front surface of back-plates shall be painted a dull black. The remainder of the signal head including brackets and pedestal shall be painted highway yellow.

(b) *General.* Maintenance of the equipment including servicing of the controller and associated equipment, replacement of lamps, cleaning of lenses and reflectors, etc., shall be carried out in such a manner that insofar as is practicable the signal will be operating in a satisfactory manner at all times.

(6) ELECTRICAL INSTALLATION. The equipment and manner of its installation shall conform to the Wisconsin electrical code.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62; am. (1) (b), (d) and (h); Register, January, 1970, No. 169, eff. 2-1-70; am. (1) (a), (b), (c), (d); r. and rec. (1) (e), (f), (g), (h), (i) and (j), cr. (k); renum. (2), (3), (4) and (5) to be (3), (4), (5) and (6); cr. (2); am. (3) (a); renum. (3) (b) to be (3) (d); cr. (3) (b); am. (3) (c), (d), (4) (a); renum. (4) (b) to be (4) (c); cr. 4 (b); am. (4) (c) and (5). Register, June, 1972, No. 198, eff. 7-1-72.

**Hy 21.06 Pedestrian signals.** (1) DESIGN REQUIREMENTS. (a) All pedestrian indications shall be rectangular in shape and shall consist of the lettered messages "Walk" and "Don't Walk". Only internal illumination shall be used.

(b) When illuminated, the Walk indication shall be lunar white conforming to the Standard for Adjustable Face Pedestrian Signal Heads, 1963, published by the Institute of Traffic Engineers, 2029 K Street, N.W. Washington, D.C. 20006. A copy of this standard is on file at the central office of the division of highways in Madison, and in the office of the secretary of state and revisor of statutes. All except the letters shall be obscured by an opaque material.

(c) When illuminated, the Don't Walk indication shall be Portland orange conforming to the aforementioned Standard for Adjustable Face Pedestrian Signal Heads, with all except the letters obscured by an opaque material.

(d) When not illuminated, the Walk and Don't Walk messages shall not be distinguishable by pedestrians at the far end of the crosswalk they control.

(e) The letters shall be at least 3 inches high for a crossing where the distance from the near curb to the pedestrian signal indication

is 60 feet or less. For distances over 60 feet, the letters should be at least  $4\frac{1}{2}$  inches high.

(f) The Don't Walk indication shall be mounted directly above or integral with the Walk indication.

(g) The light source shall be designed and constructed so that in case of non-illumination of the word Don't due to an electrical or mechanical failure, the word Walk of the Don't Walk message will also remain dark.

(h) All pedestrian signal indications within one intersection shall be of the same approved type.

(2) LOCATION AND INSTALLATION. (a) *Height.* Pedestrian signal faces shall be mounted with the bottom of the housing not less than 7 feet nor more than 10 feet above the sidewalk level and so that there is a pedestrian indication in line with and at each end of each controlled crosswalk.

(b) *Mounting and visibility.* Pedestrian signal heads may be mounted separately or in the same support with vehicular signals. When mounted with vehicular signals there shall be a physical separation between the two signal groupings, and they shall be separately adjustable. A pedestrian signal indication shall be so positioned and adjusted as to provide maximum visibility at the beginning of the controlled crosswalk.

(c) *Push-buttons.* Pedestrian push-button detectors for traffic-actuated signals shall be placed at a height of  $3\frac{1}{2}$  to 4 feet above the surface of the sidewalk at each end of any crosswalk, median or traffic island used as a pedestrian refuge where actuation is required. A sign explaining its use shall accompany each push-button detector. The electrical circuit connected to a pedestrian push-button shall not exceed 18 volts.

(3) OPERATION. (a) *Illumination.* The appropriate pedestrian indication shall be steadily illuminated except as provided in sub. (c), below and except during the pedestrian clearance interval, when the Don't Walk indication shall be flashed. When the vehicular signals at the intersection are on flashing operation, the pedestrian signals shall not be illuminated.

(b) *Clearance interval.* A pedestrian clearance interval shall always be provided. The pedestrian clearance interval shall be of sufficient duration to allow a pedestrian crossing in a crosswalk who leaves the curb just before the beginning of the pedestrian clearance interval to reach the center of the farthest travel lane of that roadway before opposing vehicles receive a green indication. The duration of the clearance interval shall be a minimum of one second for each four feet of traveled way to be crossed by the pedestrian.

(c) *Walk indication.* The Walk indication shall be steadily illuminated when it is intended to indicate thereby that pedestrians facing that signal indication may proceed across the roadway in the direction of the indication. The Walk indication may be flashed if it is desired to indicate thereby that there is a possible conflict of pedestrians with vehicles.

**History:** Cr. Register, August, 1962, No. 80, eff. 9-1-62; r. and recr. (1), and am. (2) and (3), Register, June, 1972, No. 198, eff. 7-1-72.