



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

NICOLE MAJESKI
SECRETARY

TO: All Users of the Delaware Manual on Uniform Traffic Control Devices

FROM: Peter Haag, P.E., P.T.O.E.
Chief Traffic Engineer

DATE: March 18, 2021

SUBJECT: Interim Guidance; Section 4E.08 regarding pedestrian pushbuttons

Section 1A.07 of the Delaware Manual on Uniform Traffic Control Devices (DE MUTCD Revision 3) states:

Option:

01A (DE Revision) With approval of the Delaware Department of Transportation Chief Engineer, traffic control devices and applications that do not comply with one or more standard statements in this manual may be used, if it has been determined based on engineering judgment that such devices/applications follow the basic precepts of traffic control devices (incorporating design elements that promote the ability of the road user to perceive, comprehend, and react as intended) and are determined to be in the best interests of Delaware's road users.

This Interim Guidance to the Delaware Manual on Uniform Traffic Control Devices (DE MUTCD Revision 3) is related to the pilot light utilized for pedestrian pushbuttons included in Section 4E.08. Section 4E.08 states:

Standard:

16 If used, a pilot light or other means of indication installed with a pedestrian pushbutton shall not be illuminated until actuation. Once it is actuated, the pilot light shall remain illuminated until the pedestrian's green or WALKING PERSON (symbolizing WALK) signal indication is displayed.

Accordingly, DelDOT is providing the following Option, Guidance, Standard and Support statements regarding pedestrian pushbuttons.

Standard:

16 If used, a pilot light or other means of indication installed with a pedestrian pushbutton shall not be illuminated until actuation.

Guidance:

01 The pilot light should illuminate upon activation. The pilot light will indicate to a pedestrian that the pushbutton was activated.

The purpose of the Interim Guidance is to improve maintenance challenges with existing devices and technology. On several occasions, signals have been placed on flash due to failures with the signal equipment that require the pedestrian pushbutton to remain illuminated (this is termed “latching”). In addition, on several occasions the failure of the latching feature of the pedestrian pushbutton has resulted in the signal going on flash. In both situations, in order to replace the equipment, the signal must be deactivated for 15 to 30 minutes, at minimum, to replace the components.

Overall, the ability of the illuminated pedestrian button to remain activated has increased Departmental time and labor costs to troubleshoot and repair failures at existing signals. The Interim Guidance will allow the Department to continue with the installation of pedestrian pushbuttons that provide a pilot light whenever the pushbutton is activated. However, the pilot light will not remain illuminated once activated. By removing the latching feature, both installation and maintenance will be simplified. Furthermore, the possibility of the traffic signal going into flash mode will be reduced, enhancing public safety. At the moment, the Department has some locations in New Castle County where the pilot light without latching currently exists. These locations have not experienced significant maintenance concerns, nor have we received any complaints from the public.


Concurred By: Shanté Hastings
Deputy Secretary and Chief
Engineer