

Increasing traffic signal operations and/or visibility

Information provided by Washington State Department of Transportation (WSDOT) Local Programs Division
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General information

- Federal Highway Administration's [Traffic Signal Timing & Operations Strategies](#) Web page
- WSDOT [Traffic Signals and Signal Coordination \(Timing\)](#) Web page
- [2009 Manual on Uniform Traffic Control Devices \(with revisions 1 and 2 incorporated\)](#)
- [Washington State Modifications to the 2009 MUTCD \(WAC 468-95\)](#)
- [Guidelines for Determining Traffic Signal Change and Clearance Intervals](#) (a proposed recommended practice), Institute of Transportation Engineers, 2015

Strategies for increasing traffic signal operations and/or visibility

- Convert permitted phasing to protected or protected/permitted
- Convert permitted phasing to flashing yellow arrow
 - [The Flashing Yellow Arrow Sequence](#) diagram by Washington State Department of Transportation
- Update signal timing/coordination along the corridor
 - WSDOT Local Program's [adaptive signal control technology \(ASCT\)](#) Web page
- Install countdown pedestrian signals
 - [Chapter 4E](#) of the *2009 Manual on Uniform Traffic Control Devices (with revisions 1 and 2 incorporated)*
- Add leading pedestrian intervals
 - *Urban Street Design Guide*, [Leading Pedestrian Interval section](#), National Association of City Transportation Officials, 2013
- Add backplates (retroreflective) to signal heads
- Add retroreflective tape to existing backplates
 - Federal Highway Administration's [Proven Safety Countermeasures for Backplates with Retroreflective Borders](#)
- Upgrade from 8 inch to 12 inch signal lenses