

Figure 4I-1. Typical Pedestrian Signal Indications

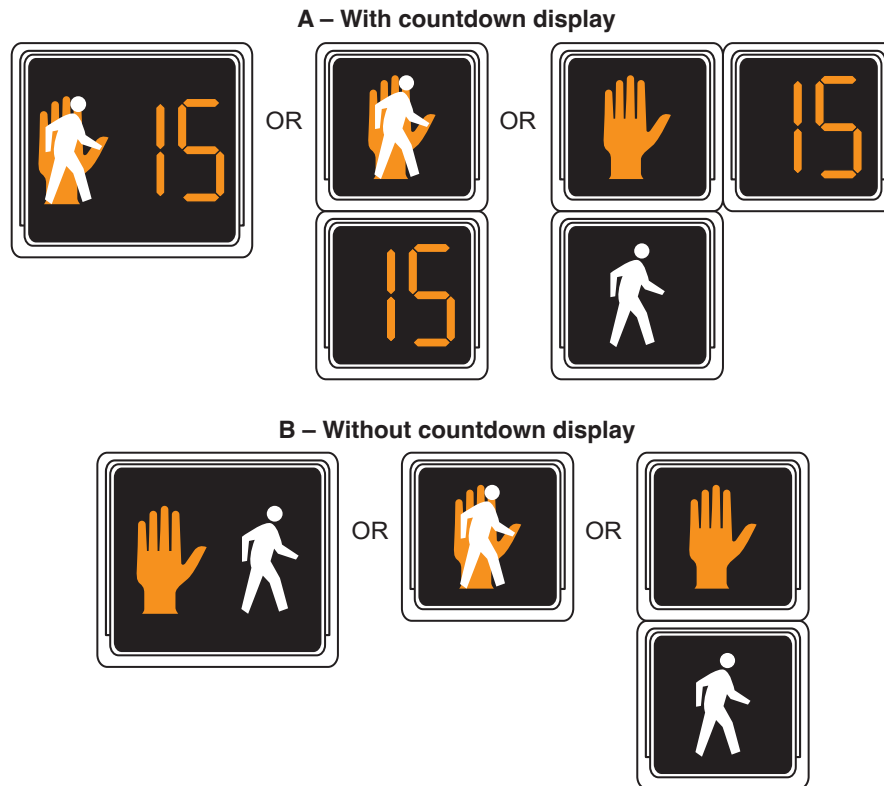
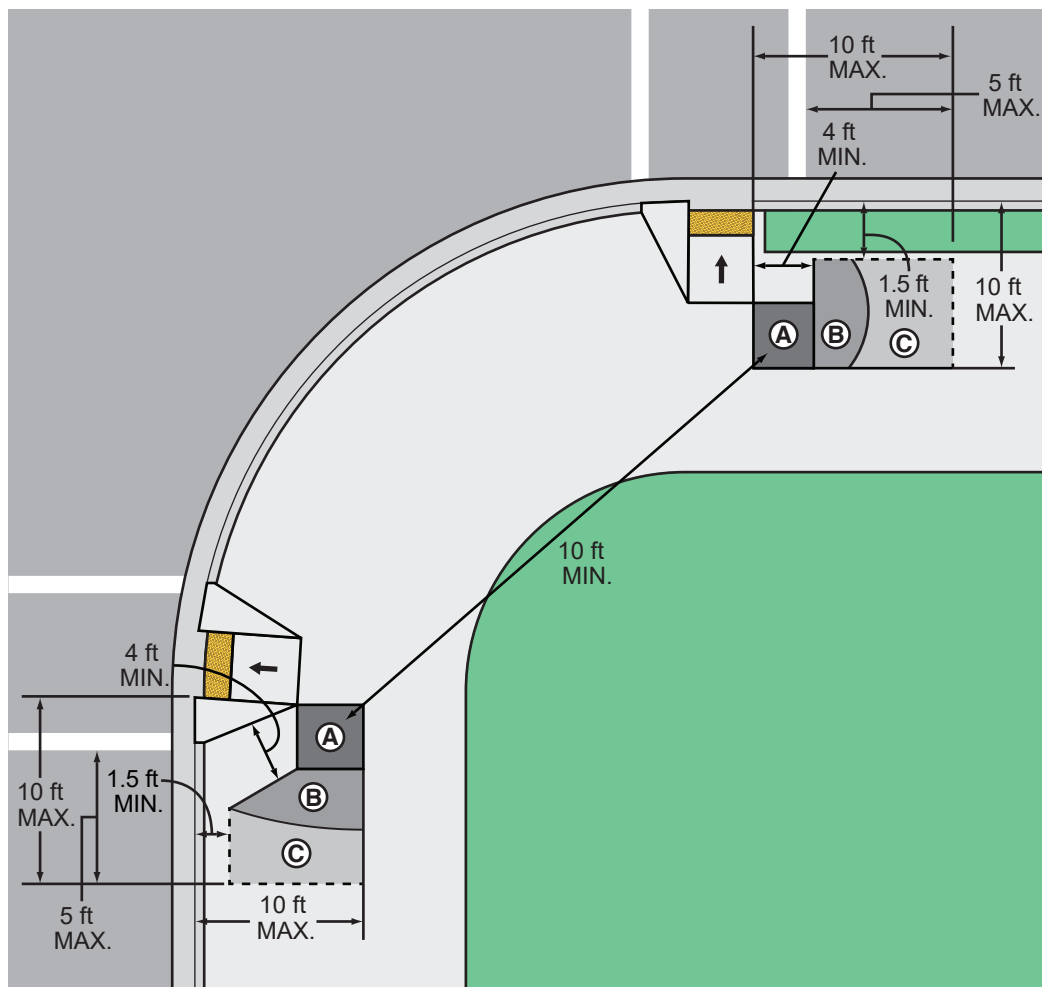


Figure 4I-2. Preferred Push Button Location Area



Notes:

1. The push button detector should be located 5 feet or less from the outside edge of the marked crosswalk farthest from the intersection.
2. The push button detector should be located no farther from the crosswalk than the stop line, if one is present.
3. A 4-foot minimum unobstructed pedestrian access route should be maintained.
4. The maximum (MAX.) and minimum (MIN.) dimensions shown in this figure are recommendations.
5. Two pedestrian push buttons on the same corner should be separated by at least 10 feet. The 10-foot dimension shown in this figure is in reference to the placement of the push buttons within their respective areas.
6. Figure 4I-3 shows typical push button locations.
7. This figure is not drawn to scale.
8. Refer to [California Building Code \(CBC\) Section 11B-101 et seq.](#), [Code of Federal Regulation \(28 CFR 35.151; and the 2004 ADAAG at 36 CFR part 1191, appendices B and D\)](#), [Americans with Disabilities Act \(ADA\)](#) for placement of pedestrian pushbuttons.

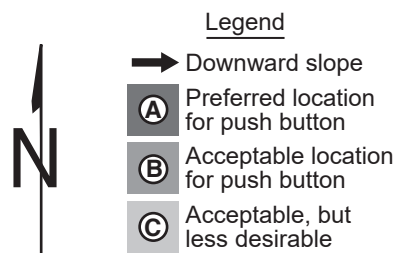
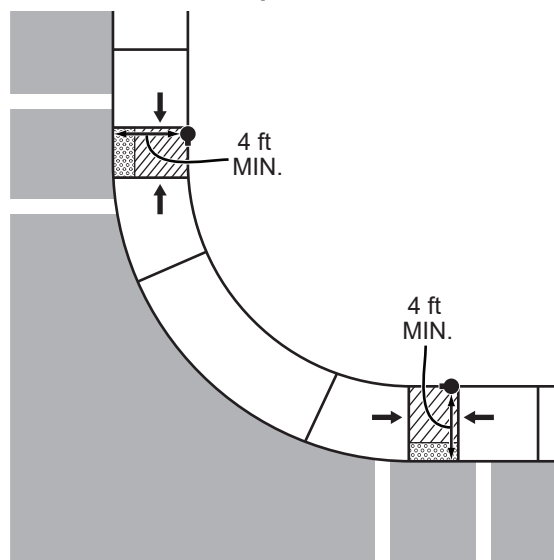
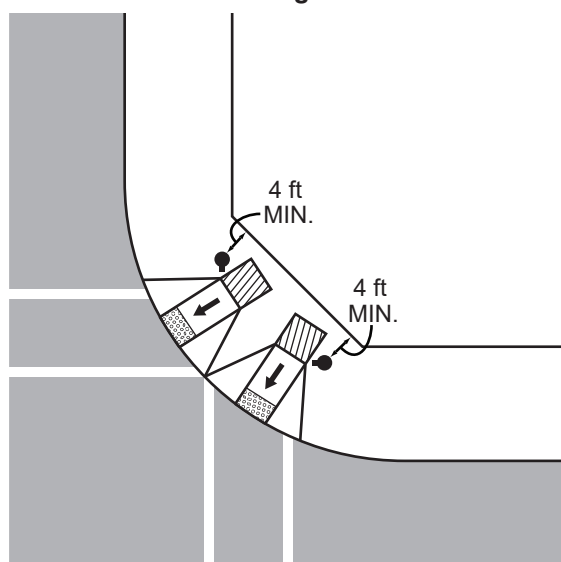
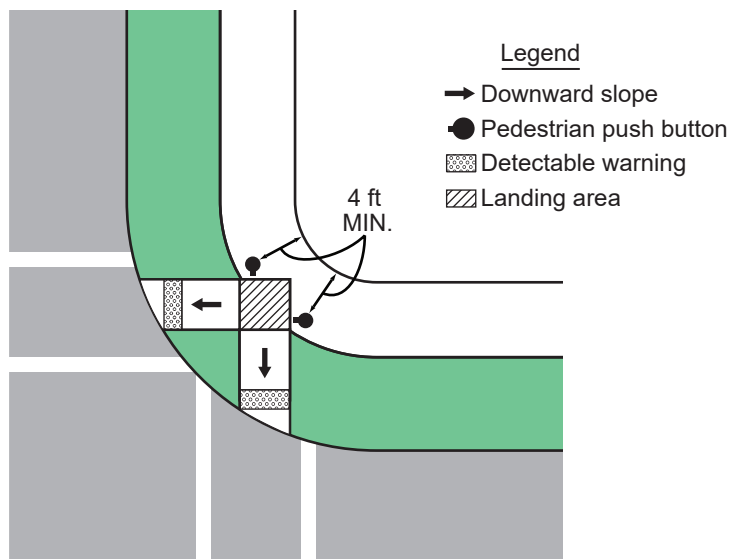


Figure 4I-3. Typical Push Button Locations

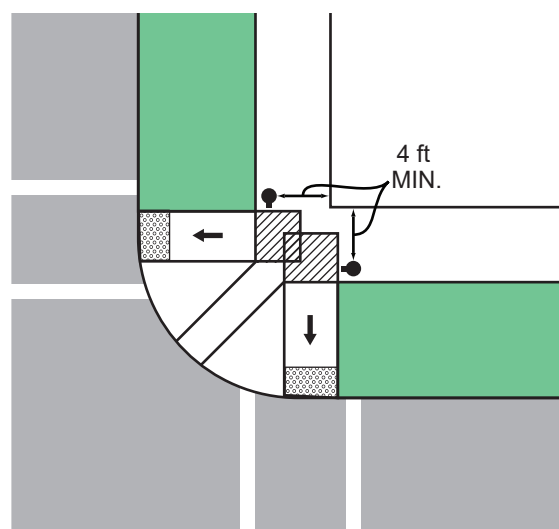
A – Pedestrian crosswalks close together



C – Perpendicular curb ramps with shared landing area



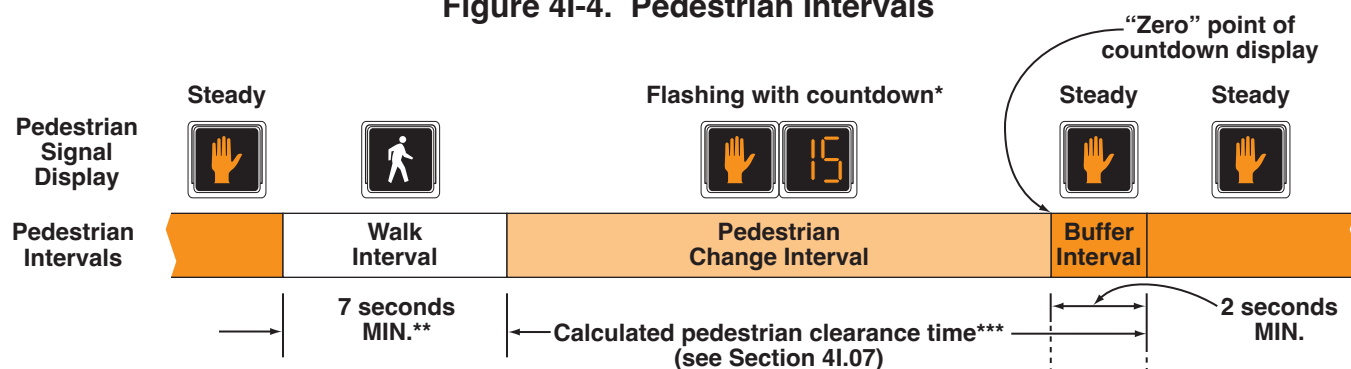
D – Perpendicular curb ramps with continuous surface between ramps



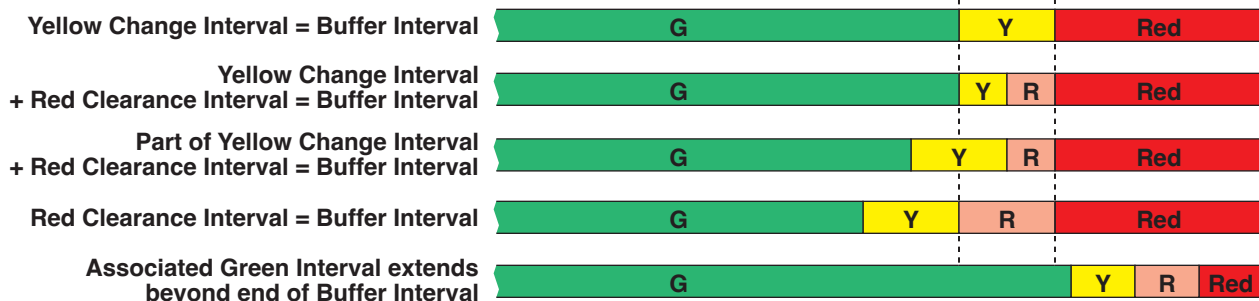
Notes:

1. This figure is not drawn to scale.
2. These drawings are intended to describe the typical locations for pedestrian push button installations. They are not intended to be a guide for the design of curb ramps.
3. Refer to California Building Code (CBC) Section 11B-101 et seq, Code of Federal Regulation (28 CFR 35.151; and the 2004 ADAAG at 36 CFR part 1191, appendices B and D), Americans with Disabilities Act (ADA) for placement of pedestrian pushbuttons.

Figure 4I-4. Pedestrian Intervals



Relationship to associated vehicular phase intervals:



Legend

- G** = Green Interval
- Y** = Yellow Change Interval (of at least 3 seconds)
- R** = Red Clearance Interval
- Red** = Red because conflicting traffic has been released

- * The countdown display is optional for Pedestrian Change Intervals of 7 seconds or less.
- ** The Walk Interval may be reduced under some conditions (see Section 4I.07).
- *** The Buffer Interval, which shall always be provided and displayed, may be used to help satisfy the calculated pedestrian clearance time, or may begin after the calculated pedestrian clearance time has ended.