



June 24, 2003

Ms. Shelley J. Row, Director  
Office of Transportation Operations  
Federal Highway Administration  
400 Seventh Street  
SW. HOTO-1, Room 3401  
Washington, DC 20590

Dear Ms. Row,

The City of Lincoln, Nebraska is interested in experimenting with the Pedestrian Countdown Signals, which are currently not listed as approved traffic control devices in the MUTCD. Enclosed is a picture of the Pedestrian Countdown Signal we are intending to use. The left side displays the hand and person, while the right side displays the countdown. The countdown reflects the DON'T WALK time only.

The City of Lincoln wants to determine if the pedestrians prefer the countdown heads and if they feel safer. Pedestrians sometimes are confused by the meaning of the pedestrian signal indicators; we hope these countdown signals will alleviate the issue. In addition, we want to decrease the percentage of pedestrians still in the crosswalk after the pedestrian clearance. This in turn will help lower the number of pedestrian/vehicle conflicts.

We would like to begin the experiment in August 2003 and end August 2006. School will be in session; therefore, there will be an increase in pedestrian activity at the chosen locations. Three different intersections have been selected. The first has a semi-actuated traffic signal, in coordination 6:30a.m. - 10:00 p.m. weekdays. There is an elementary school and a middle school nearby. The second intersection is also a semi-actuated traffic signal, in coordination 6:30 a.m.-12 midnight weekdays. Here, two elementary schools are nearby. Both intersections are located along an arterial and have push buttons for the side street. The third location is an exclusive pedestrian signal. There is an elementary school nearby. All locations have 25 mph flashers that operate according to the school's schedule. A map has been included to highlight the locations.

The evaluation plan will be conducted as follows: A before study will include observations of pedestrian and driver activity in the area. Pedestrian data will include their time of arrival at the intersection (during the WALK, flashing DON'T WALK, or solid DON'T WALK); in addition, it will be noted when the pedestrian finishes crossing. Driver data will include signal compliance (percentage of running red and yellow). An after study will be in the form of an opinion survey of pedestrians at the countdown sites. Questions will include, but are not limited to, Do you feel

the intersection is safer? Do you like/dislike the countdown signals? Why or Why not? Do you feel the signals are beneficial? In addition, the after study will include the same studies as performed in the before study.

The City of Lincoln agrees to restore the three experimental sites to the pedestrian signals that comply with the provisions of the MUTCD within three months following the end of the experiment. We will terminate the experiment in the event it is determined significant safety concerns are directly or indirectly related to the pedestrian countdown signals.

Semiannual progress reports for the duration of the experimentation will be sent to the FHWA's Office of Transportation Operations. In addition, a copy of the final report will be sent within three months of completion of the experiment.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Hoskins", with a long horizontal flourish extending to the right.

Randy Hoskins, P.E.  
City Traffic Engineer  
City of Lincoln, NE

Enclosures



# Precision Solar Controls Inc.

## LED Traffic Signal Products

Precision Solar Controls Inc. has developed a variety of LED Traffic Signal Lamps. They far exceed the design specifications set forth by the [Institute of Transportation Engineers](#). They utilize Light Emitting Diodes contained in a durable patented package which provides unsurpassed performance and reliability.

### PSC PRODUCTS

[SMC 1000 3 Line Sign](#)

[SMC 2000 Full Matrix Sign](#)

[SMC Options](#)

[Permanent Message Sign](#)

[SAM Radar Trailer](#)

[SMTM Radar Trailer](#)

[Traffic Monitor Display](#)

[LED Traffic Signals](#)

### ORDER DATABASE

[Open Sales Orders](#)

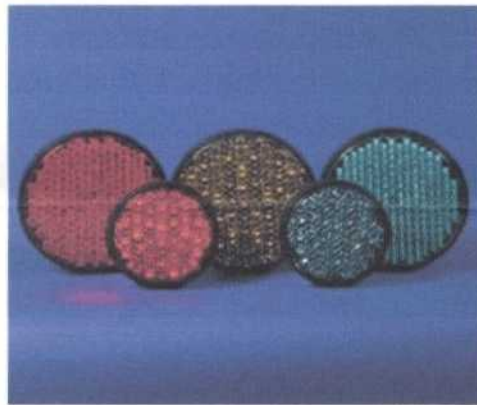
[Closed Sales Orders](#)

[Repair Orders](#)

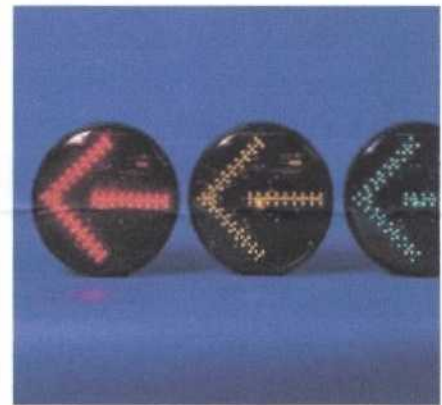
### ABOUT PSC

[Factory Tour](#)

[Company News](#)



Assortment of 8 inch and 12 inch LED Traffic Signals.



Assortment of LED Arrow Traffic Signals.



LED Countdown Pedestrian Crossing Traffic Signal.



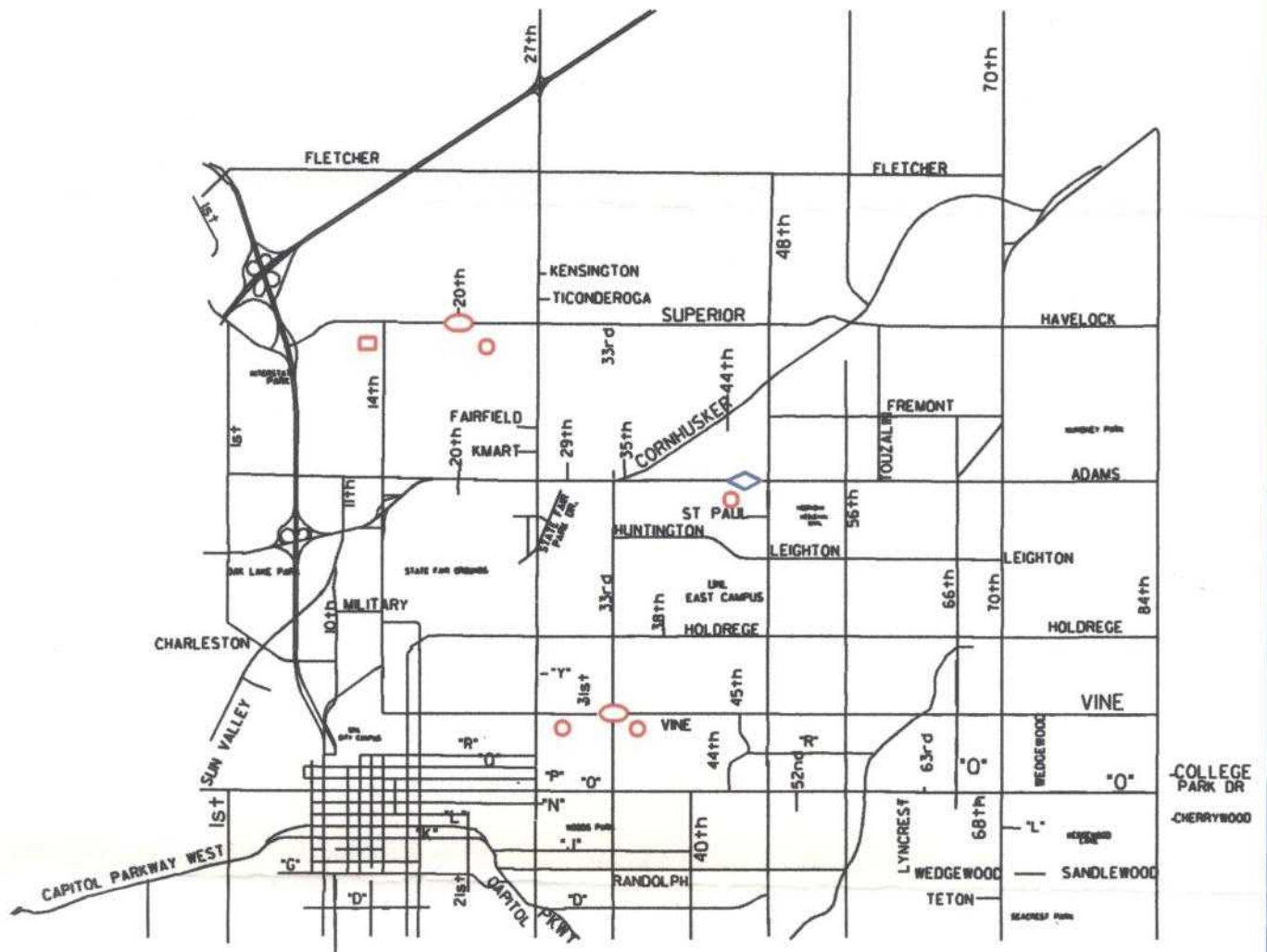
LED Round Pedestrian Crossing Traffic Signal.

LED Advantages versus Incandescent



# CITY OF LINCOLN

## COUNTDOWN PEDESTRIAN HEAD LOCATIONS



### LEGEND

- MIDDLE SCHOOL
- ELEMENTARY SCHOOL
- ◌ SEMIACTUATED TRAFFIC SIGNAL
- ◇ SCHOOL/PED WITH SPEED FLASHERS