



OFFICE OF SAFETY
Proven Safety Countermeasures



Safety Benefits:

36-50%

reduction in red light running.²

8-14%

reduction in total crashes.²

12%

reduction in injury crashes.²

Yellow Change Intervals

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow.

Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running. Too long of an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red-light running. Factors such as the speed of approaching and turning vehicles, driver perception-reaction time, vehicle deceleration, and intersection geometry should all be considered in the timing calculation.

Transportation agencies can improve signalized intersection safety and reduce red-light running by reviewing and updating their traffic signal timing policies and procedures concerning the yellow change interval. Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing. Refer to the *Manual on Uniform Traffic Control Devices* for basic requirements and further recommendations about yellow change interval timing. As part of strategic signal system modernization and updates, incorporating automated traffic signal performance measures (ATSPMs) is a proven approach to improve on traditional retiming processes. ATSPMs provide continuous performance monitoring capability and the ability to modify timing based on actual performance, without requiring expensive modeling or data collection.¹



Appropriately timed yellow change intervals can reduce red-light running and improve overall intersection safety. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures/> and <https://safety.fhwa.dot.gov/intersection/signal/fhwasa13027.pdf>.

¹ Federal Highway Administration. "Automated Traffic Signal Performance." (2020).
² NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections. (2011).



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Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.¹

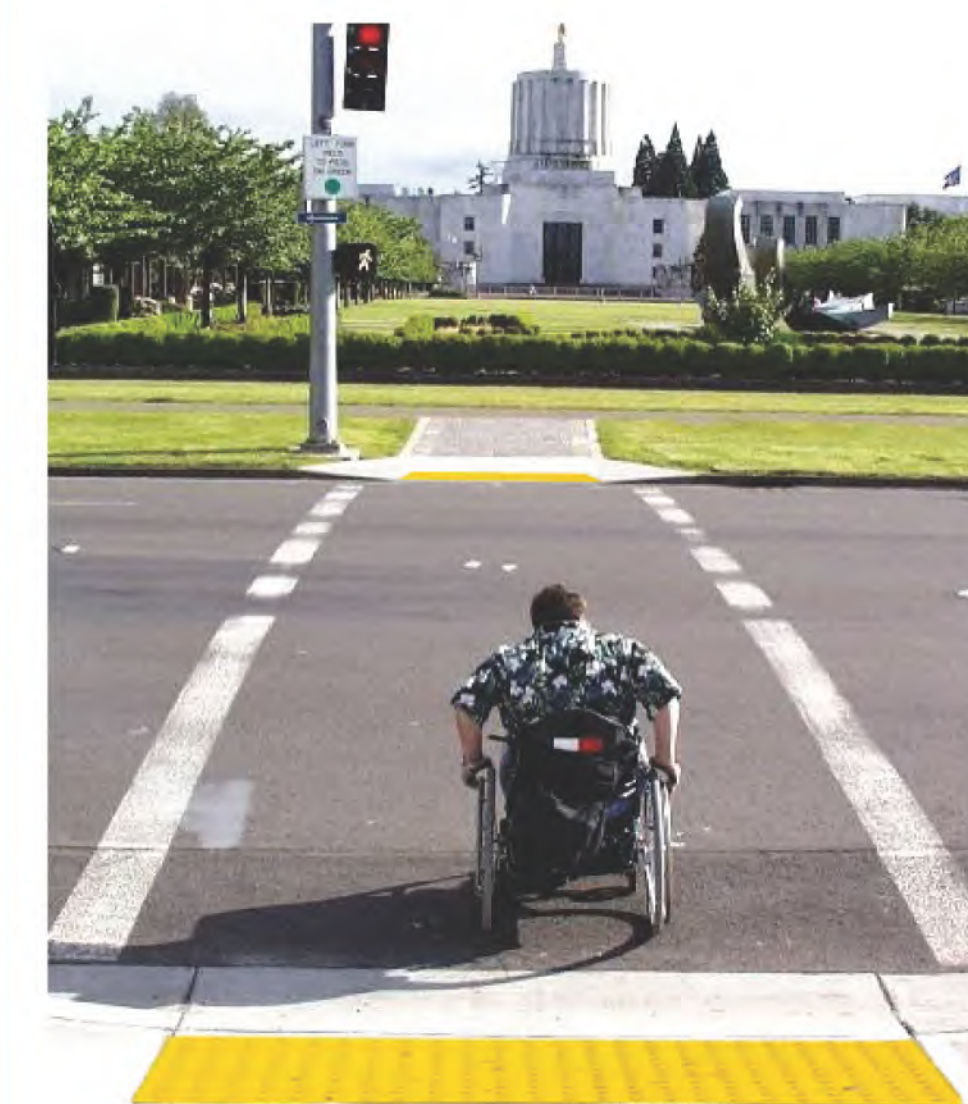
Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users. Costs for implementing LPIs are very low when only signal timing alteration is required.



An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

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¹ Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044, Federal Highway Administration. (October 2018)

