

Midblock Pedestrian Signal (MPS) vs. Pedestrian Hybrid Beacon (PHB)

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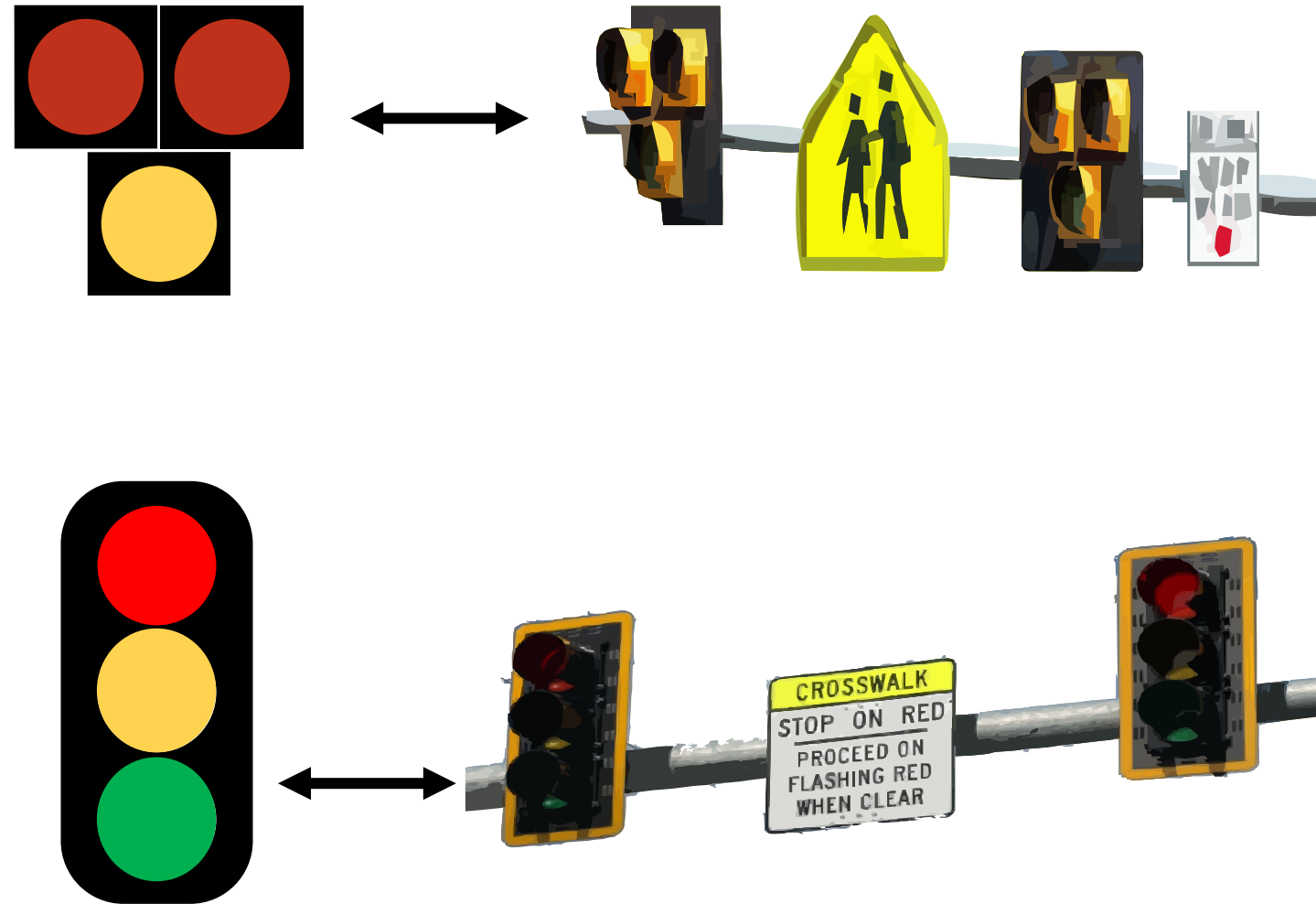
Traffic Engineer, JMT

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Overview

- Both Midblock Pedestrian Signals (MPS) and Pedestrian Hybrid Beacons (PHB) enhance pedestrian safety at midblock crossings by stopping traffic when activated, but each use different signal head configurations on the mast arm.



MPS Demonstration



[Midblock Pedestrian Signal](#)

PHB Demonstration



[Pedestrian Hybrid Beacon](#)

Key Differences

SEE THIS	DO THIS
	GO Drive the speed limit and stay alert for pedestrians
	Prepare to STOP
	STOP for pedestrians in crosswalk
 FLASHING	STOP! Only proceed when no pedestrians are in the crosswalk

SEE THIS	DO THIS
	GO!
FLASHING 	SLOW DOWN (Pedestrian has activated the push button)
	Prepare to STOP
	STOP! For Pedestrian
FLASHING 	STOP! Proceed with Caution if Clear

Key Differences

	MPS	PHB
Signal Type	Standard red-yellow-green indications	Cluster signal head with two red indications above a single yellow indication
Operation	Once activated, cycles through steady yellow, steady red, and flashing red indication	Once activated, cycles through flashing yellow, steady yellow, steady red, and wig-wag red
Activation	Activated by pedestrian push buttons	Activated by pedestrian push buttons
Visibility	Rests on green until activated	Rests in dark until activated

Request to Experiment for MPS

- Requests for experimentation approval should be on agency letterhead and should be sent electronically as an attachment (PDF or Word Document) to an e-mail to: MUTCDofficialrequest@dot.gov. [Note: if e-mail is not possible, the letter may be sent via postal mail or delivery service to FHWA at 1200 New Jersey Avenue, S.E., HOTO-1, Washington, DC 20590.]
 - <https://mutcd.fhwa.dot.gov/condexper.htm>

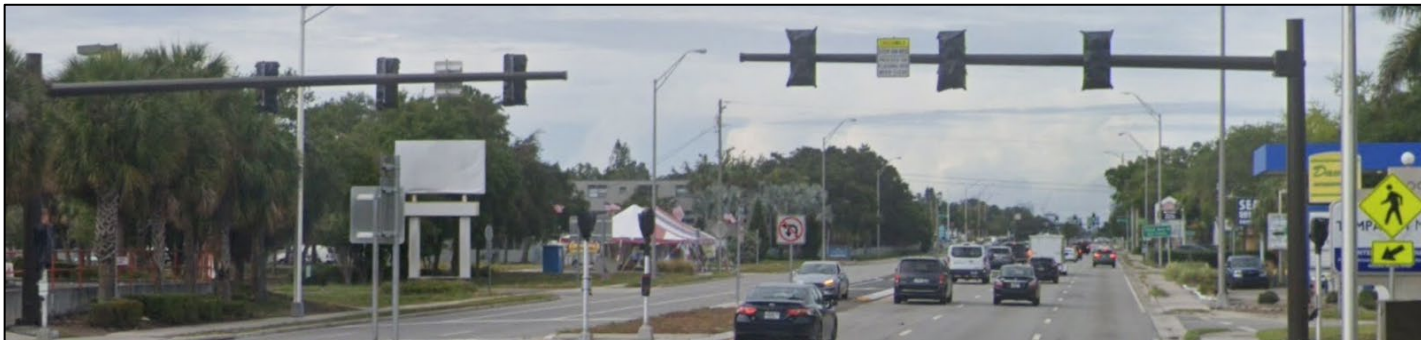
Crash Reduction

Crash Type (Fatal and Severe Only)	PHB Crash Reduction (%)	MPS Crash Reduction (%)
All Crashes	25	34
Pedestrian Crashes	45	45
Rear End Crashes	29	31

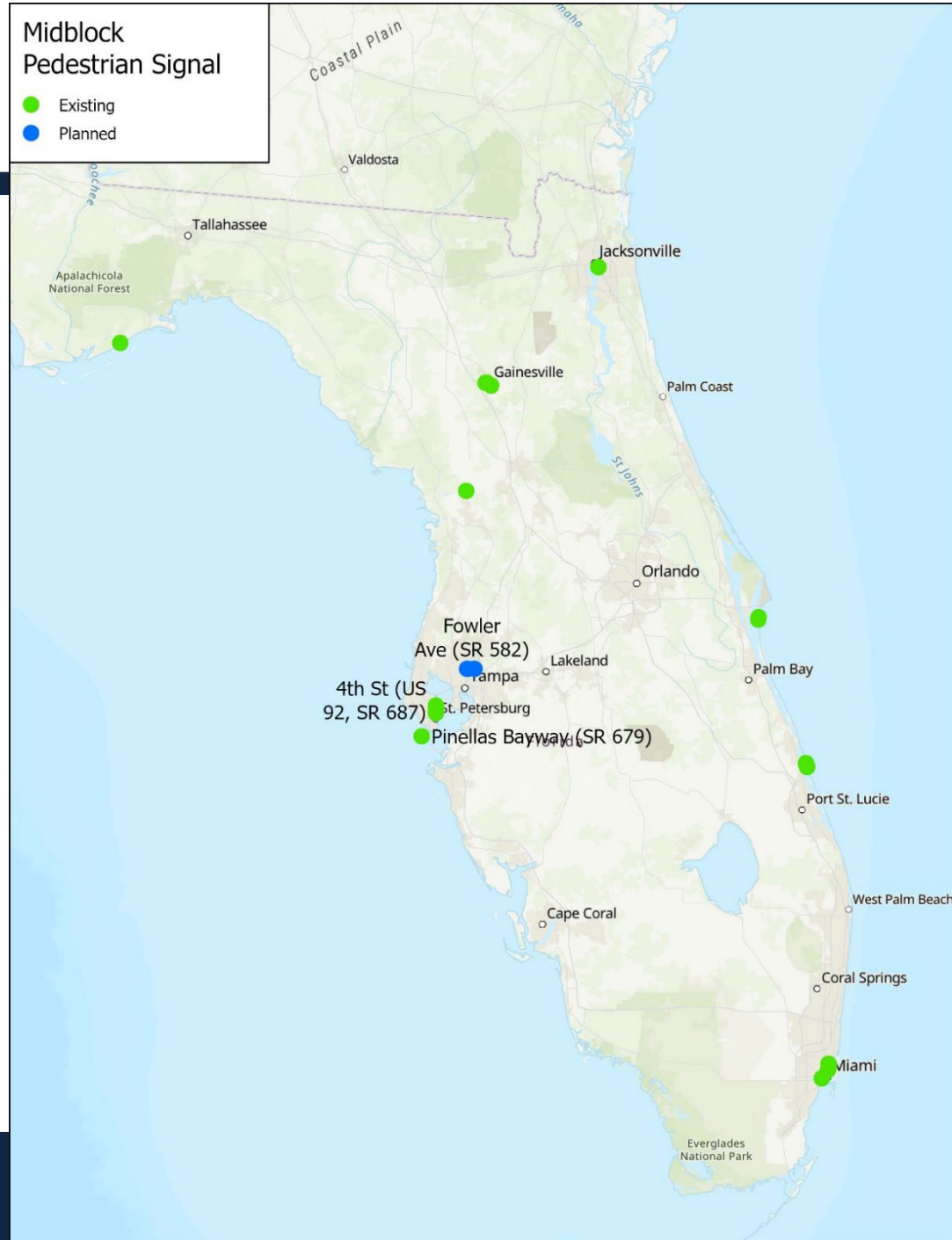
Florida MPS Locations

In FDOT D7 there are:

- 10 Existing MPS Locations
- 3 Planned MPS Locations



4th Street N and 75th Avenue N



Resources

- Manual on Uniform Traffic Control Devices (MUTCD) Request to Experiment
 - <https://mutcd.fhwa.dot.gov/condexper.htm>
 - https://mutcd.fhwa.dot.gov/reqdetails.asp?id=4_09_-79_E
- Walk Bike Drive Mid-Block Pedestrian Signals
 - <https://walkbikedrive.org/mid-block-pedestrian-signals/>
- TRB Paper: Guidance on Midblock Pedestrian Signals (MPS)
 - <https://rip.trb.org/View/1707196>
- NCHRP Research Report 1030: Safety at Midblock Pedestrian Signals (2023)
 - <https://doi.org/10.17226/26898>



DNT TXT + DRV



Thank You!
Questions?