Status of HAWK Beacons

In January 2007, the National Committee on Uniform Traffic Control Devices recommended that the **H**igh Intensity **A**ctivated Cross**W**al**K** (HAWK) Beacon be added to the *Manual on Uniform Traffic Control Devices* as an official traffic control device. That recommendation was forwarded to the Federal Highway Administration (FHWA) and is currently under consideration.

Until approved, FHWA considers the HAWK an experimental device. The City of Lawrence received permission from FHWA in July 2007 to install this device on 11th Street between New York Street and New Jersey Street. Data on this installation will be collected by Kansas State University and a report will be provided to FHWA in accordance with their requirements.

Citizen Concern

The City takes its role in solving traffic problems very seriously, yet the ultimate burden of safety rests with you, the motorists and pedestrians in Lawrence. Due to the number of citizen requests per year, we cannot always investigate your request as quickly as we would like to. However, we will respond after carefully evaluating your request. We appreciate your patience and understanding.

IF YOU HAVE QUESTIONS, REQUESTS OR SUGGESTIONS CONCERNING TRAFFIC, PLEASE CALL THE TRAFFIC ENGINEERING DIVISION AT 832-3034.

August 2007

What You Need To Know About

HAWK Beacons

TRAFFIC ENGINEERING DIVISION
CITY OF LAWRENCE

Pedestrian Safety

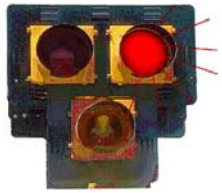
The City of Lawrence considers pedestrian safety to be very important. Pedestrian safety at unsignalized crosswalks is a concern. While various treatments exist at unsignalized crossings, there is a growing concern that they are not effective. Despite most states

having a law that requires motorists to yield to pedestrians in a marked crosswalk, a 2002 Federal Highway Administration study found that some marked crosswalks had higher crash rates than unmarked crosswalks. However, studies have also shown that a RED signal or beacon had compliance rates greater than 95 percent.

How does a HAWK Beacon operate?

The beacon remains dark for motorists until activated by a pedestrian push button. After activation, the motorist will see the yellow light "flash" for a few seconds, followed by a steady yellow for a few seconds and then by a double solid **RED**, requiring them to **STOP** at the stop line. At this time, the pedestrian receives a **WALK** indication.

At the end of the **WALK** indication, the pedestrian is displayed a **FLASHING DON'T WALK** indication, and the motorist sees an **ALTERNATING FLASHING RED**. During this



period, motorists are required to **STOP** or remain stopped until pedestrians have finished crossing the street, and then may proceed.

What are the advantages of a HAWK Beacon?

Studies have shown a better compliance rate by motorists with a HAWK Beacon than other devices at pedestrian crossings. A HAWK Beacon can also reduce motorist delay since vehicles may proceed during the Alternating Flashing Red period after stopping if the pedestrians have finished crossing the street. At other signalized crossings, the motorist must stay stopped during the entire sequence, even if the pedestrian has finished crossing the street.