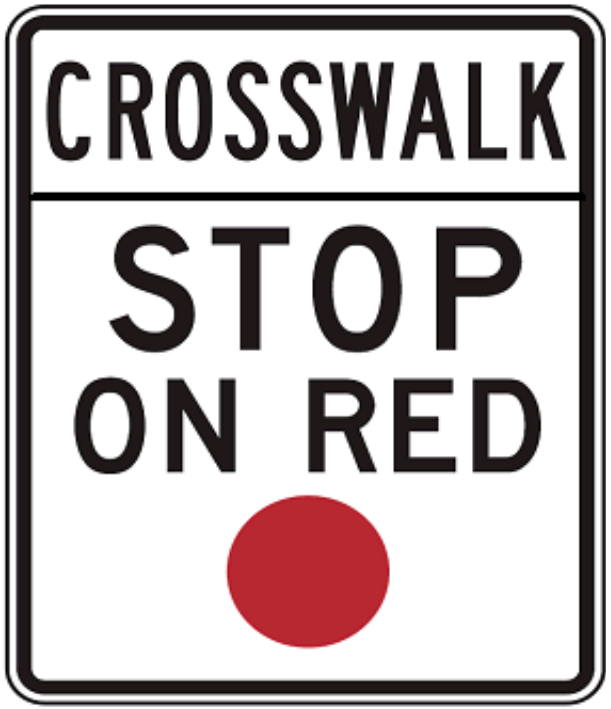
Use of HAWK beacons in Alexandria

The City of Alexandria received permission from the Federal Highway Administration (FHWA) in June 2008 to experiment with HAWK beacons in more than a dozen locations identified by city traffic engineers. Data on the HAWK signal installed on Van Dorn Street – which is a pilot location for the citywide program – will be gathered by the City and provided to the FHWA in accordance with their requirements.



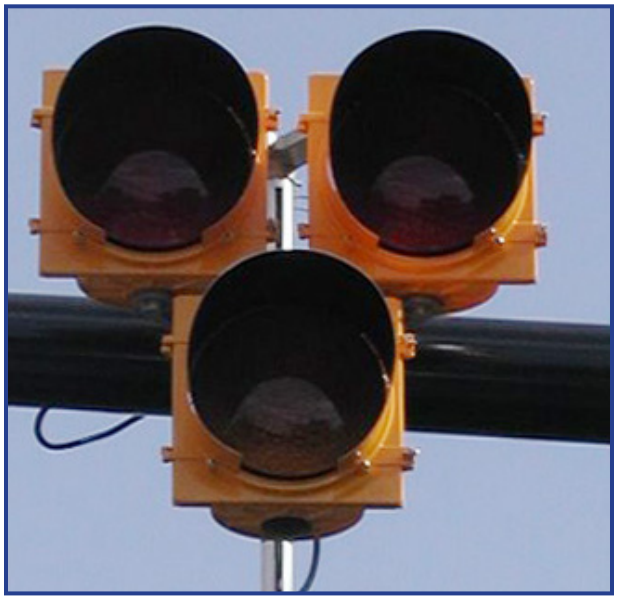
Citizen Questions & Concerns

The City takes its role in pedestrian and traffic safety very seriously. However, the ultimate burden rests with you – motorists and pedestrians.

If you have questions, requests, or suggestions concerning traffic, contact the Transportation Division of the Department of Tranportation & Environmental Services at 703.838.4411 or visit www.alexandriava.gov/HAWK.

HAWK Beacons

What you need to know

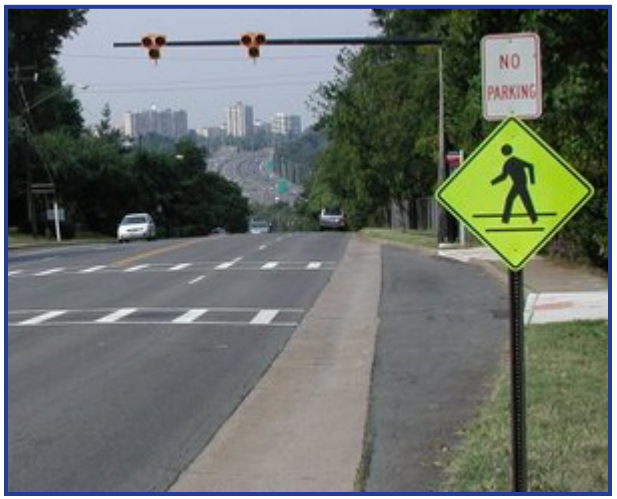


City of Alexandria
Department of Transportation & Environmental Services
703.838.4411
www.alexandriava.gov/HAWK

Pedestrian Safety

The City of Alexandria places a high priority on pedestrian safety and is concerned about unsignalized crosswalks on high traffic streets. Often these crossings do not meet engineering standards for installation of a conventional traffic signal so the City uses other treatments instead.

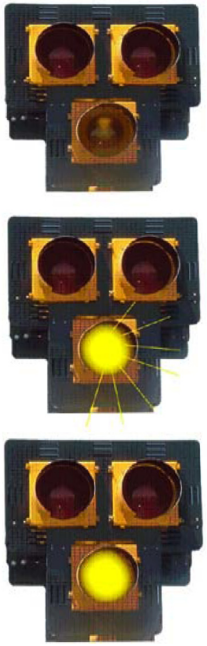
While various treatments exist for these unsignalized crossings, there is growing concern that they are not effective – especially on streets with heavy, high-speed traffic.



Virginia, like most other states, requires motorists to yield to pedestrians in a marked crosswalk. However, a 2002 Federal Highway Administration (FHWA) study found that some marked crosswalks had higher crash rates than unmarked crosswalks. A new treatment – known as a 'HAWK' beacon – is now available that includes a RED signal and shows up to 97% motorist compliance.

How does a 'HAWK' beacon operate?

'HAWK' is an acronym for High intensity Activated crossWalK and has been safely and successfully used in Tucson, AZ. The signal is currently experimental and required approval from the FHWA but is expected to be adopted into standard traffic engineering manuals in the near future.

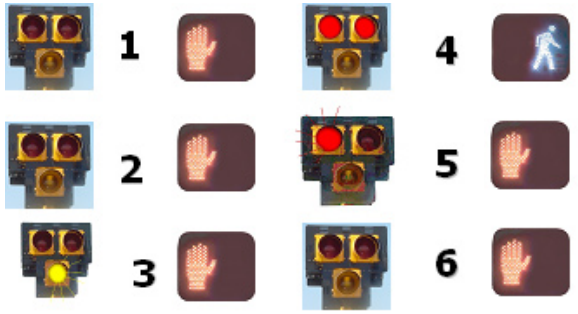


While slightly different in appearance, this signal functions very similar to a conventional signal in that it stops traffic to allow pedestrians to cross safely.

The HAWK is technically a "beacon" in that it remains dark for traffic unless a pedestrian activates the push-button. When the pedestrian presses the button, approaching drivers will see a **FLASHING YELLOW** for a few seconds, indicating that they should reduce speed and be prepared to stop for a pedestrian in the crosswalk.

The FLASHING YELLOW is followed by a **SOLID YELLOW** and then by a **SOLID RED**, requiring them to **STOP** at the stop line. At this time, the pedestrian receives a **WALK** indication on the associated countdown timer. Visually impaired pedestrians will hear the signal indicating that it is safe to cross. At the end of the

WALK indication, the pedestrian is displayed a **FLASHING DON'T WALK** indication and motorist sees an **ALTERNATING FLASHING RED**. During this period motorists are required to **STOP** and then proceed once pedestrians have cleared the crosswalk.



HAWK sequence

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. The signals are designed for use in locations that do not meet traffic engineering standards for a conventional signal.

The new signal is intended to aid pedestrians who desire assistance crossing a street with heavy traffic and it also provides visually impaired pedestrians audible information as to when the WALK signal is on.