

What is a "HAWK" Pedestrian Signal

High-intensity Activated crossWalk (HAWK) is a combination of a beacon flasher and traffic control *signaling* technique...

FHWA MUTCD Chapter 4.F (2009)

- Pedestrian Hybrid Beacon (HAWK)
- Special type of hybrid beacon used to warn and control traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk
- May be considered at locations to facilitate pedestrians where signal warrants are not met or where signal warrants are met but decision made not to install a signal system

How does a HAWK signal work?

"HAWK" stands for High-intensity Activated cross-Walk. It is a new kind of signal designed to help pedestrians cross busy streets.

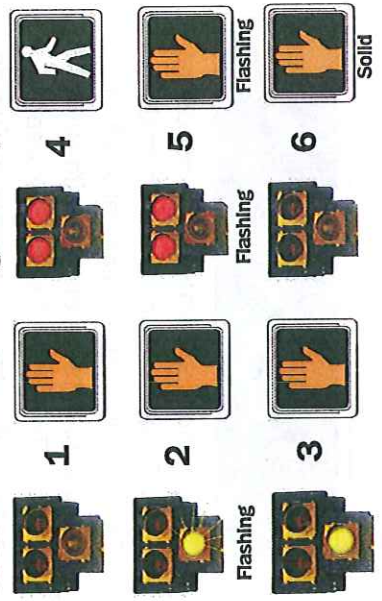
While different in appearance to the driver, to the pedestrian this signal works the same as any button-activated traffic signal in the District. It stops traffic with a red signal allowing pedestrians to cross safely.

How to use as a Pedestrian:

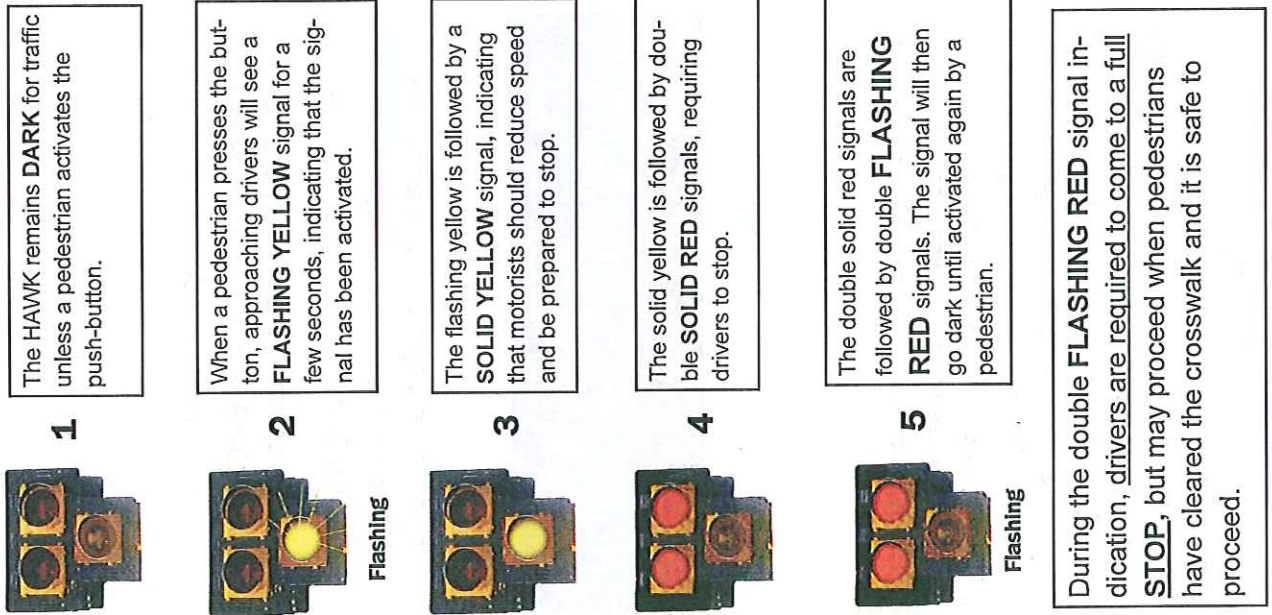
Using a HAWK signal as a pedestrian is easy. Simply push the button and wait for the WALK signal to appear. It may take up to one minute for the signal to change, depending on the time of day. Be sure traffic has stopped before you enter the crosswalk.

The FLASHING DONT WALK signal will appear as you finish your crossing. Countdown numbers will show how much time remains to cross the street.

HAWK - Pedestrian signal sequence:

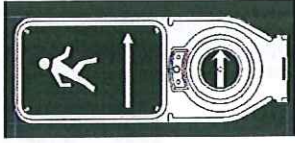


HAWK - Motorist signal sequence:



Accessibility for Disabled Pedestrians

The new HAWK signal features Accessible Pedestrian Signal equipment that provides disabled pedestrians with information about when the WALK signal is on. An audible message and vibrating arrow button will announce when the WALK signal is on.



Side Street Traffic

Unlike a standard traffic signal, intersections with HAWK signals do not have any traffic signals facing the side street approaches. Any side street that is controlled by a stop sign will continue to be controlled by a stop sign when a HAWK signal is in place.



HAWK Signals in DC

The District Department of Transportation (DDOT) received permission from the Federal Highway Administration (FHWA) in April 2009 to experiment with HAWK signals. This type of signal has been safely and successfully tested in Tucson, AZ and several other cities in the US since 2004. Alexandria, VA installed a HAWK signal in 2008.

The HAWK signal installed at Georgia Ave. and Hemlock St. NW is a pilot location and DDOT will gather data on its operation and report to FHWA.

Pedestrian Safety

DDOT places a high priority on pedestrian safety and is focusing efforts on unsignalized crosswalks on high traffic streets. Often these crossings do not meet engineering standards for installation of a conventional traffic signal so DDOT may use other treatments instead.

While various treatments exist for these unsignalized crossings, there is growing concern that more should be done – especially on streets with heavy, high-speed traffic.

The District, like most states, requires motorists to stop and give the right of way to pedestrians legally within crosswalks. However, DDOT research has shown that on busy, high traffic streets, only about 1 in 4 drivers is willing to stop for pedestrians in the crosswalk. The HAWK signal has been found to significantly increase motorist awareness and produce as much as a 97% motorist compliance rate.

Resident Questions & Concerns

If you have any questions about the HAWK signal or any traffic control device in the District, please contact the District Department of Transportation at 202-673-6813 or visit our website at www.ddot.dc.gov.



HAWK

(High-Intensity
Activated crossWalk)
Pedestrian Signal
Guide



What You Need to Know





HAWK indication design



E Mifflin St

N Blair St



N

 **DRAFT**



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