The HAWK is in the air

The HAWK (**H**igh-intensity **A**ctivated cross**W**al**K** Beacon) crosswalk system that is. Newly installed and activated on Hancock Street as well as West Montgomery Street, the HAWK system provides improved pedestrian safety at the two heavily traveled crosswalks connecting main campus to its perimeter locations. Previously the crosswalks relied on the simple signage that was not illuminated, now an illuminated signal also known as a Pedestrian Hybrid Beacon (PHB) allows for protected pedestrian crossings. The signal is only activated when a pedestrian is ready to cross the road. This maintains the free flow of traffic when there is no one crossing.

North Hancock Street Crosswalk



West Montgomery Crosswalk



How does it work?

For Pedestrians:

Much like a traditional crosswalk, the pedestrian approaches and presses the button. There may be a slight delay in activation after pressing the button similar to regular traffic signals.



The pedestrian waits until the post sign on the adjacent side of the road turns from the solid red hand "Don't Cross" symbol to the green pedestrian walking symbol for 24 seconds. The pedestrian proceeds to cross the road. In a few seconds the green walking pedestrian symbol will change to a 12 second

countdown. At this time, the pedestrian is to complete the road passage and symbol will convert back to the solid red hand at the conclusion of the countdown.

Don't Cross



Begin Crossing



Conclude Crossing



For Motorists:

No Indicators

During normal traffic times when there is no pedestrian waiting to cross, the motorist will see a dark display and may proceed as normal.



Flashing Yellow Indicator

Only once a pedestrian activates the HAWK crosswalk system the vehicular displays are activated showing a flashing yellow light. This is a warning for the motorist that a pedestrian is the area to slow down and prepare to stop.





Solid Yellow Indicator

A steady yellow indication warns motorist that a red indicator will follow. The motorist is to stop at the indicator markings in the roadway.





Double Solid Red Indicators

Steady red indications require motorists to stop at vehicle crosswalk stripping.



Alternating Flashing Red Indicators

Flashing red indications require drivers to come to a complete stop, but they may proceed after yielding to pedestrians in the crosswalk.





Fun Fact:

Study released by the Federal Highway Administration found that after a “HAWK” high-intensity activated crosswalk signal was installed, vehicle and pedestrian crashes were reduced by 69%. As many as 97% of motorists comply with the HAWK beacon, this is a higher signalized crossing or crossings with flashing yellow beacons. – www.usbarricades.com