

Pedestrian Safety

The City of Bloomington places a high priority on pedestrian safety. Many crossings do not meet engineering standards for installation of a conventional traffic signal.

Indiana state law requires motorists to yield and give the right of way to pedestrians legally within crosswalks. Few drivers are willing to yield to pedestrians in the crosswalk. The HAWK signal has been found to significantly increase motorist awareness and produce compliance rates as high as 97%.

The City of Bloomington believes the HAWK signal is a good solution to improve pedestrian safety at locations where a conventional signal is not a good fit.

History

The HAWK signal has been safely and successfully tested in Tucson, AZ and several other cities in the US since 2004.

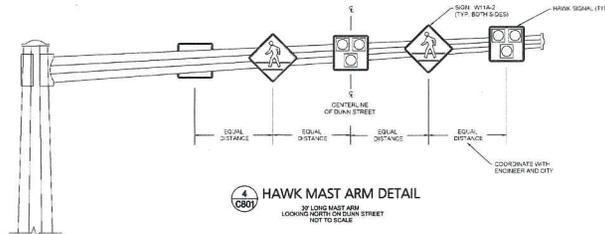
Questions & Concerns

If you have any questions about the HAWK signal, please contact:

Engineering Division of Public Works

(812) 349-3417

engineering@bloomington.in.gov



HAWK

High—Intensity Activated
Cross—Walk

Pedestrian Hybrid Beacon
Guide



What You Need To Know

What is a HAWK signal?

“HAWK” stands for **H**igh-intensity **A**ctivated cross-**W**alk. It is a new kind of signal, also called a pedestrian hybrid beacon, designed to help pedestrians cross busy streets.

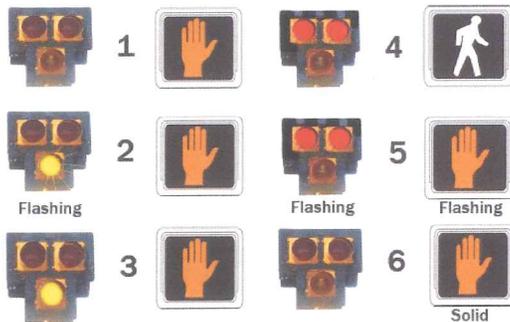
While different in appearance to drivers, a pedestrian uses this signal the same way as any button-activated traffic signal. The signal stops traffic with a red signal allowing pedestrians to cross safely.

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 DON'T 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:



1

The HAWK remains **DARK** for traffic unless a pedestrian activates the push-button.



2

When a pedestrian presses the button, approaching drivers will see a **FLASHING YELLOW** signal for a few seconds, indicating that the signal has been activated.

Flashing



3

The flashing yellow is followed by a **SOLID YELLOW** signal, indicating that motorists should reduce speed and be prepared to stop.



4

The solid yellow is followed by double **SOLID RED** signals, requiring drivers to stop.



5

The double solid red signals are followed by double **FLASHING RED** signals. The signal will then go dark until activated again by a pedestrian.

Flashing

During the double **FLASHING RED** signal indication, drivers are required to come to a full **STOP**, but may proceed when pedestrians have cleared the crosswalk and it is safe to proceed.

What about stopping for a dark signal?

A new addition to Indiana law, IC 9-21-3-7(3)(c), states that drivers may proceed without stopping at a pedestrian hybrid beacon when no indication is displayed.

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 active. An audible alert will announce when the WALK signal is active.

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.

