



## Wisconsin Department of Transportation Agency Information Sheet

July 2013

### Pedestrian Hybrid Beacon

(Also referred to as **High-Intensity Activated Cross-Walk**, or "**HAWK**")

The Wisconsin Department of Transportation (WisDOT) is installing a new traffic control device called a Pedestrian Hybrid Beacon (PHB) in several locations around the state. It is sometimes also referred to as a **High-Intensity Activated Cross-Walk** (or "**HAWK**").

- The Pedestrian Hybrid Beacon is designed to help pedestrians or bicyclists cross busy streets.
- The device is designed to warn and control vehicular traffic at locations that don't meet the requirements for a standard traffic signal.
- They are approved for use at a marked but unsignalized mid-block crosswalk, as they control main street vehicular traffic only.














#### Purpose

- The beacon stops traffic with a double red indication thereby creating a gap for pedestrians or bicyclists to cross.
- While it may appear different to motorists, with its normally dark state and non-standard sequencing, for pedestrians and bicyclists it works the same as any pushbutton-activated traffic signal.

#### How it Operates

- 1) The beacon is **DARK** for motorists until a pedestrian activates the push-button. A pedestrian approaching the crosswalk sees a steady "Don't Walk" indication.
- 2) When a pedestrian presses the button, approaching motorists will see a **FLASHING YELLOW** indication for a few seconds, signaling that the beacon has been activated and **motorists must proceed with caution**.  
Upon pressing the button, the pedestrian will continue to see a "Don't Walk" indication and must **wait**.  
If the beacon was recently activated, it might take up to one minute for the "Walk" indication to come up.
- 3) The flashing yellow is followed by a **SOLID YELLOW** indication. **Motorists should stop** if able to safely do so.  
The pedestrian or bicyclist will continue to see a "Don't Walk" indication and must **continue to wait**.
- 4) The solid yellow is followed by double **SOLID RED** indications, requiring motorists to come to a full **STOP** if they have not done so already.  
The pedestrian or bicyclist receives a "**WALK**" indication and, if clear, begins **crossing the road** in the marked crosswalk.
- 5) The double solid red is followed by the last configuration in the sequence: alternating **FLASHING RED** indications. Motorists are required to **STOP** or remain stopped until pedestrians or bicyclists have finished crossing the street. They may proceed with caution after stopping once the crosswalk is clear of pedestrians.  
The pedestrian already in the crosswalk **continues crossing** and will receive an indication counting down time remaining to finish crossing the street. Newly approaching pedestrians may **NOT** start to cross on a flashing "Don't Walk" indication, even if they think they have enough time to clear – they must push the button and **wait**.
- 6) The beacon will then go **DARK** again until activated by a new pedestrian. Motorists may proceed through the crosswalk if it is clear.  
The pedestrian sees a **steady** "Don't Walk" indication.

### Pedestrian Hybrid Beacon Operation

	DRIVERS		PEDESTRIANS	
	Will See ...	Will Do ...	Will See ...	Will Do ...
1		Proceed with caution.		Push the button to activate the system.
2	 FLASHING	Proceed with caution. A pedestrian has activated the system.		Wait.
3		Stop if safe to do so.		Continue to wait.
4		<b>STOP.</b> A pedestrian is in the crosswalk.		Start crossing when all vehicles are stopped.
5	 FLASHING 	<b>STOP.</b> Proceed with caution if the crosswalk is clear.		Continue crossing; the signal will count down.
6		Proceed if the crosswalk is clear.		Push the button to activate the system.