



FOR IMMEDIATE RELEASE

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### **Salt Lake City Unveils 1300 East's New Pedestrian HAWK Signals**

Community-Driven Street Review and Improvements Completed on 1300 East from 500 to 2100 South

SALT LAKE CITY – Committed to improving safety and transportation alternatives for residents, Salt Lake City Mayor Ralph Becker, City Council Members JT Martin, Jill Remington Love, Søren Simonsen, Carlton Christensen and neighbors will showcase the newly installed pedestrian HAWK signals Thursday, July 29, 2010 at the intersection of Yale Avenue and 1300 East. As part of a one-year study beginning in 2008 of 1300 East by City Transportation and after considerable community input through community council and public meetings, five new HAWK, High-intensity Activated crosswalk signals, have been installed along 1300 East.

This hybrid pedestrian signal is effectively used throughout the United States to mitigate pedestrian walkways on busy streets. Utah law requires motorists to yield to pedestrians in a marked crosswalk. The HAWK Pedestrian Signal, which includes a red signal indicator, is shown to have up to a 97% driver compliance rate.

“With changes to 1300 East, we help those who are walking, biking, riding a wheelchair, or driving to more safely share the street,” said Mayor Ralph Becker. “Lighting and street design changes will positively affect the community moving forward.”

“The 1300 East project is a result of years of research and community input and is already improving the lives of residents who use and live by this arterial street,” added District Five Salt Lake City Council Member Jill Remington Love. “I believe the changes we see today, especially the installation of the HAWK signals, speak to the City’s commitment to increase safety and provide greater transportation alternatives for our residents.”

Flashing lights that were temporarily installed at the HAWK signal locations will be relocated to West Temple at 250 South and 350 South and on the 2100 East crosswalk to the Anderson Library to increase pedestrian safety in those areas.

**About the HAWK Signal System**

Although similar to a traditional signalized pedestrian crossing, the HAWK functions differently. When not in use, it will remain dark. The signal goes through a sequence of six movements after a pedestrian pushes the button. The HAWK signal, first dark, begins flashing yellow to indicate to drivers someone will be using the crosswalk. It then turns solid yellow like a typical traffic signal, advising drivers to stop if safe to do so. The signal then turns solid red, requiring drivers to stop at the stop line. Finally, the signal goes to flashing red, letting drivers know that after coming to a complete stop, they can proceed with caution if the way is clear - the same movement they would make at any other flashing red signal. The signal then returns to a dark state.

More information on HAWK Signals and pedestrian safety can be found at <http://www.slcgov.com/transportation/TrafficSignals/hawk.htm>.

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