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News Release

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A first in California

New pedestrian hybrid beacon makes first appearance in Sacramento today

**First of kind device at Stockton Boulevard and Sherman Way
is specially designed to get undivided attention of both drivers and pedestrians**

At a five lane crossing heavy with pedestrian traffic flowing to and from the U.C. Davis Children's Hospital, the City's Public Works Department has installed a new concept for California in traffic technology. The pedestrian hybrid beacon is designed to stop vehicles at crosswalks and give pedestrians a controlled crossing through a series of steady and flashing yellow and red lights. The hybrid beacon will also be synchronized with adjacent traffic signals to minimize traffic congestion. The device is operational as of this morning at Stockton Boulevard and Sherman Way. See [map](#).

Previously, the crosswalk included pavement flashers and pedestrian warning signs. City staff re-evaluated the crosswalk when the street was resurfaced in July. In coordination with U.C. Davis staff, they concluded a device activated by pedestrians that stopped drivers and would be a better fit for this particular intersection.

The hybrid beacon operates much like a traffic signal, but costs three times less than a traditional traffic signal averaging \$300,000. The cost for the equipment and labor, approximately \$85,000, is being split with the hospital.

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Pedestrian beacon, 2

Pedestrians activate the beacon when ready to cross, otherwise the beacon is dark and motorists proceed as usual while pedestrians see a “Don’t Walk”. Drivers must stop for a steady red light until it becomes a flashing red light and then may proceed only if the crosswalk is clear. Running the beacon’s steady red light is comparable to running a red traffic light and may result in a traffic citation with a \$470 fine.

The sequence for the hybrid beacon is as follows:

- 1) Dark until activated by pedestrian push button
- 2) Flashing yellow light for Motorists and Don’t Walk for Pedestrians
- 3) Steady yellow light for Motorists and Don’t Walk for Pedestrians
- 4) Steady red light for Motorist and Walk for Pedestrians
- 5) Alternating flashing red light for Motorists and Flashing Don’t Walk for Pedestrians. Motorists must come to a complete stop then proceed when safe.
- 6) Dark again for Motorists and Don’t Walk for Pedestrians

“Given the posted speed limit of 35 miles per hour and vehicle traffic of 24,000 per day, we agreed that this location is a good candidate for the hybrid beacon to enhance pedestrian safety. It gives pedestrians and drivers plenty of forewarning. We may find other candidate City intersections where this treatment may be appropriate” explained City Traffic Engineer Hector Barron.

See beacon webpage [here](#).



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