

# Memorandum



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## Public Works

DATE: October 29, 2007

TO: Mayor and City Council

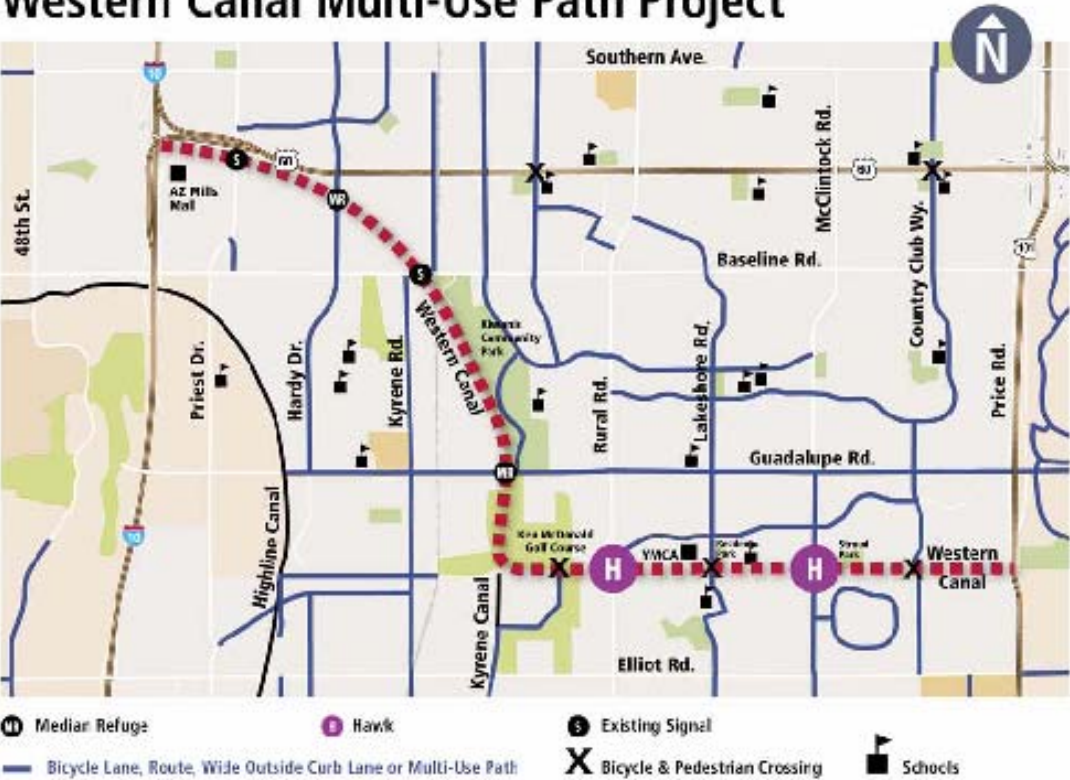
FROM: Carlos de Leon, Deputy Public Works Manager, Transportation (350-8527)

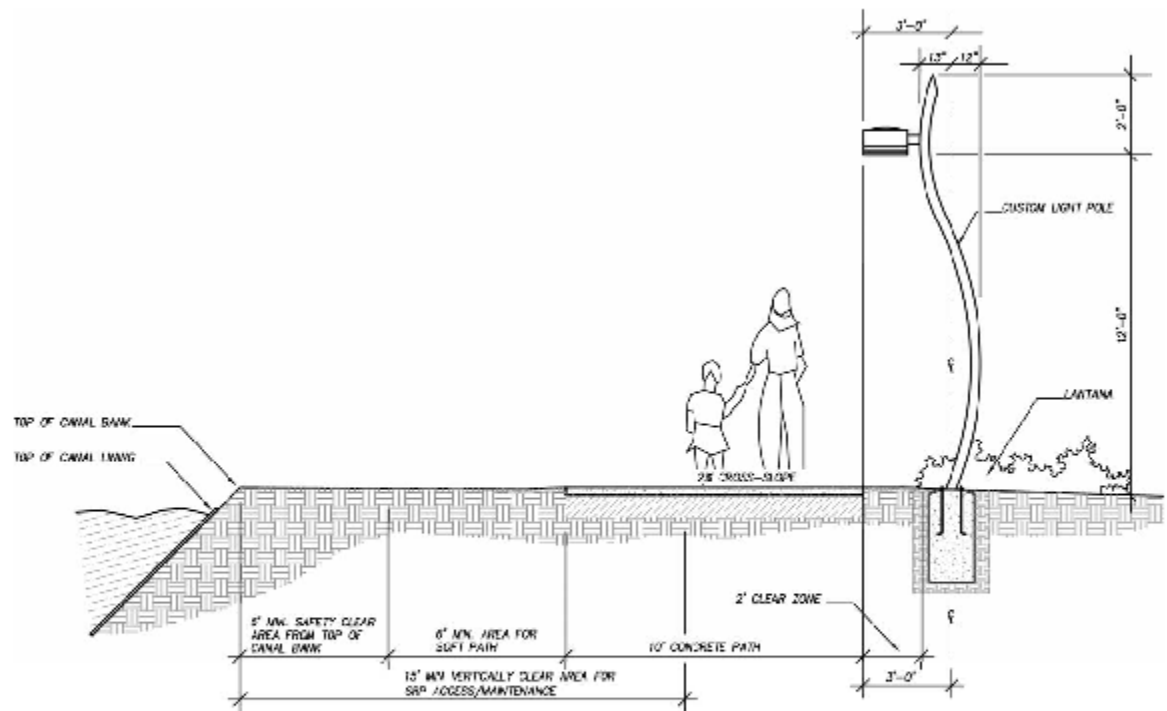
THROUGH: Glenn Kephart, Public Works Manager (350-8205)

SUBJECT: **Issue Review Session 11/08/07: Western Canal Multi-use Path Project and HAWK Pedestrian Crossing**

At the Council Issue Review Session on November 8, staff will be presenting information on the Western Canal Multi-use Path Project, which is anticipated to start construction in early 2008, and an innovative pedestrian crossing treatment called the HAWK (High-intensity Activated crossWaK), which is proposed for the canal crossing at Rural Road and McClintock Drive. Attachment A is a handout of the powerpoint slides that will be presented at the Issue Review Session. A memo that provides more detailed information on this project is provided as Attachment B.

# Western Canal Multi-Use Path Project

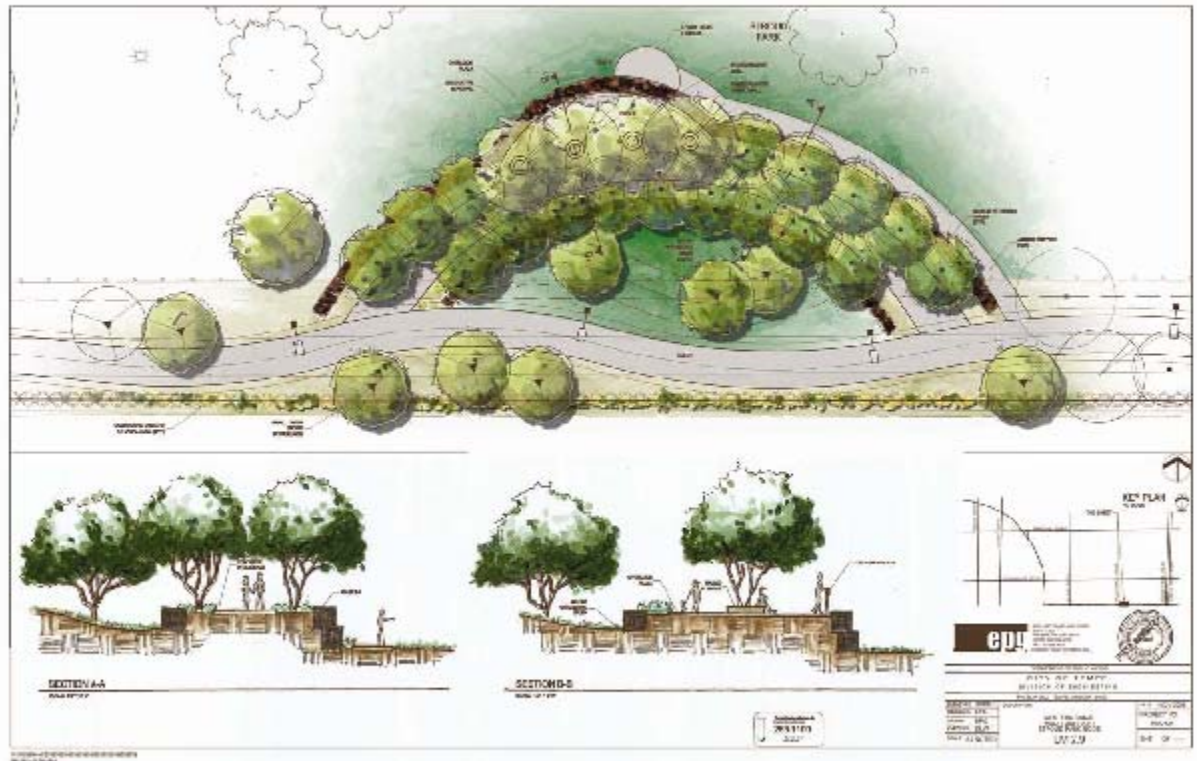




Western Canal Multi-Use Path - Typical Path Cross-Section With Soft Path













WESTERN CANAL MULTI-USE PATH - KEN McDONALD GOLF COURSE

AUGUST 9, 2006

HOLE #11 TEE BOX









## Memorandum Public Works



DATE: October 29, 2007

TO: Carlos de Leon, Deputy Public Works Manager, Transportation (350-8527)

FROM: Eric Iwersen, Senior Planner, Transportation (350-8810)  
Christine Warren, Senior Civil Engineer, Transportation (858-2060)

THROUGH: Shelly Seyler, Traffic Engineer, Transportation (350-8854)

SUBJECT: **Western Canal Multi-use Path Project Update**

### **Project Description**

The Western Canal Multi-use Path Project consists of the design and construction of a six mile pathway along the bank of the Western Canal in central Tempe extending from Loop 101 west/northwest to I-10 at Arizona Mills Mall. The project elements include a paved path, an unpaved “soft” trail, landscaping, lighting, and art elements. The project benefits Tempe residents and will provide links to several Tempe schools, the YMCA, other pathways, and Arizona Mills Mall. The project includes street crossings, safety fencing and improvements at Ken McDonald Golf Course, and improved connections to Stroud and Kiwanis parks. The design team is led by EPG of Phoenix and Laurie Lundquist, a Tempe-based public artist. Haydon Building Corp. has been hired for construction services. Approximately \$4 million in federal funds have been secured and the total project budget for design and construction is \$10.3 million. Staff has been involved in value engineering for the project. Federally-required environmental approvals have been completed. Staff is currently reviewing 90% design plans, and construction is projected to begin in early 2008. This summer staff presented the project to the Transportation & Affordable Housing and Neighborhood Quality of Life, Public Safety & Parks and Recreation Council Committees.

### **Crossing Treatments / HAWK**

A significant design factor in the development of the path is the streets that intersect with the canal. Staff has been working for over a year to analyze and recommend innovative design solutions to get users across the street and to do so without grade-separation or conventional signalization. Staff has heard significant public input, reviewed peer cities, traveled to other regional cities including Tucson and hosted a metro area meeting of traffic engineers and transportation planners. Additionally, a traffic consultant team was retained to study the intersections and recommend treatments.

At Guadalupe and Hardy at the canal, staff is developing unsignalized crossings with pedestrian refuges in the center of the street.

For the crossings at Rural and McClintock at the canal, staff is moving forward with the installation of the High-intensity Activated crossWalk (HAWK) Beacon Signal. Already in use in many Tucson locations, the HAWK Beacon Signal is a new and innovative crossing treatment. It is a modified traffic signal that is more affordable and causes less traffic build-up than a conventional signal. At present, Tempe would be the third city in the United States with a HAWK Beacon Signal. Currently, the HAWK is not an approved traffic control device by the Federal Highway Administration (FHWA). Tempe is working in partnership with the FHWA to

evaluate the HAWK to see if it should be added to the Manual on Uniform Traffic Control Devices (MUTCD) as an approved traffic control device. Tempe will evaluate the operation of the HAWK for at least one year after installation to assess the usefulness of the crossing.

Prior to the installation and during the operation of the HAWK Beacon Signal, a public outreach campaign will be conducted. An outline of the plan is presented as an Attachment B1 to this memorandum and includes creating a HAWK Crossing brochure, an MP3 video to post to the internet, print ads, media releases and attending Tempe special events with a small scale version of the signal. The draft HAWK Crossing brochure is also provided in Attachment B2 to this memorandum.

Both the HAWK and the refuge treatments are new to Tempe, but are anticipated to improve crossing conditions for non-motorized users and may have applicability in other parts of the community.

### **Public Involvement**

At the start of the project in summer 2005, a public meeting was held at the Tempe Public Library. All households and multi-family residential units (approx. 10,000 total) within a half-mile distance of the canal received invitations either by mail or door-hanger. The meeting was well attended and comments received are being incorporated into path design. Additionally, staff and the design team have attended (and continue to attend) various boards and commissions, including: Transportation, Arts, Golf, and Parks & Recreation. Outreach also includes coordination with Maricopa Association of Governments, Salt River Project, and the Arizona Department of Transportation. Public comment is additionally available through an online project form at [www.tempe.gov/tim](http://www.tempe.gov/tim). Staff and the design team have also met with neighborhood and homeowner associations to receive comments on the project. Public comment has focused on a few key topics: creating shade (with trees), lighting (for safety/visibility), and street crossings, as well as providing both a hard and soft path surface to accommodate all types of users. Overall, the project has been well received in the community. Additional board and commission meetings and smaller neighborhood meetings will be conducted as needed.

If you have any questions, please contact Eric Iwersen at 350-8810 or [eric\\_iwersen@tempe.gov](mailto:eric_iwersen@tempe.gov) or Christine Warren at 858-2060 or [christine\\_warren@tempe.gov](mailto:christine_warren@tempe.gov).

Attachments: Draft Community Outreach/Marketing Plan  
Draft HAWK Beacon Signal Brochure

**HAWK Community Outreach/Marketing Plan  
Tentative Implementation Date – Summer 2008**

- Brochure
  - Valley Metro employer distribution
  - Public outlets (library, multi-generational centers)
  - Nearby schools
- Tempe Today (city water bill insert)
- Tempe Opportunities (Park and Rec. brochure mailed quarterly to all Tempe HH's)
- MP3 video
  - Website
  - Tempe 11
  - Valley Metro employer email list
  - ASU employee email list
  - Other Valley cities' cable channel 11 and web sites
- Press release
- Media photo opportunity
- Events
  - 4<sup>th</sup> of July Celebration
- Print Ads
  - Marcos de Niza Padre Press
  - State Press
  - Tempe section of Arizona Republic

## City of Tempe HAWK Beacon Signal



To download a video of the HAWK beacon signal system, visit [www.tempe.gov/tim](http://www.tempe.gov/tim). For more information, call the Tempe Transportation Division at 480-350-8219. Para una copia de este folleto en español, llame 480-858-2350.





## City of Tempe HAWK Pedestrian Beacon

The High Intensity Activated CrossWalk (also known as the HAWK) is a new beacon signal recently installed at two mid-block pedestrian crossings in Tempe. These two crossings are located just north of Elliot Road at the Western Canal on Rural Road and on McClintock Drive. The HAWK beacon signals were installed as part of the Western Canal Multi-Use Path Project.

### How does it work?

#### Pedestrian/Bicyclist:

- When you approach the beacon signal, a solid "don't walk" symbol will be displayed.



- To cross the street, press the button to activate the beacon signal.
- After several seconds, the pedestrian "walk" symbol illuminates.



- When the "walk" symbol is illuminated, you may cross the street while watching for oncoming traffic.
- After the "walk" time is complete, a flashing "don't walk" symbol will appear and you should finish crossing the street.



- Do not begin to cross the street during the flashing "don't walk" symbol.
- Once the beacon signal cycle is complete, a solid "don't walk" symbol is displayed.

#### Motorist:

- The beacon signal will flash yellow for several seconds and then change to solid yellow, letting you know that you need to prepare to stop.



- The beacon signal then turns solid red letting you know that you must stop.



- The beacon signal then displays an alternating flashing red light.



- After coming to a complete stop and making sure there are no pedestrians in the crosswalk, you are then allowed to proceed through the crossing even though the beacon signal is flashing red.
- Once the pedestrian is safely through the intersection, the beacon signal will turn off. You may then proceed through the crossing without stopping.

