

From: Ralph Gage [mailto:rgage@ljworld.com]
Sent: Tuesday, November 01, 2005 5:01 PM
To: David Woosley
Cc: mwildgen@ci.lawrence.ks.us; Charles Soules; Dave Corliss; Debbie Van Saun
Subject: 600 Block New Hampshire Street

Mr. David Woosley
Traffic Engineer
City of Lawrence, Kansas

Dear Mr. Woosley:

Representing The World Company, and its employees at Sunflower Broadband and the Lawrence Journal-World, I write now formally requesting that a proposal for a mid-block pedestrian crossing be considered for the 600 block of New Hampshire Street, and that this item be placed for discussion on the Traffic Safety Commission agenda.

As you know, this has been discussed for years. I attach for inclusion in the materials going to the TSC your most recent report on this matter, which incorporates by reference earlier studies. This matter comes to you as a result of requests raised by the company's employees. They are, frankly, concerned by the volume and speed of traffic on New Hampshire Street and candidly express concerns for their safety in crossing this street.

We'll appreciate any and all consideration the TSC can give to this matter. If I should provide additional information, please let me know.

Thank you very much.

Ralph Gage
The World Company

City of Lawrence
TRAFFIC ENGINEERING DIVISION

MEMORANDUM

TO: Mike Wildgen, City Manager
Charles Soules, Director of Public Works
Terese Gorman, City Engineer

FROM: David Woosley, Transportation/Traffic Engineer

DATE: 10 October 2005

SUBJECT: Crosswalk – 600 block New Hampshire

In response to the attached request to consider a mid-block crosswalk in the 600 block of New Hampshire Street, the following is provided:

It appears that a mid-block crosswalk is feasible in this area; however, I would not recommend establishing one across 4 lanes of traffic without providing a pedestrian refuge in the center. Since New Hampshire Street is not wide enough for 4 lanes of moving traffic, a parking lane and a pedestrian refuge, a design similar to the mid-block crossing in the 1000 block of New Hampshire is recommended that would include the following:

1. The street should be re-stripped in order to provide a two-way left-turn lane and a place to install a YIELD TO PEDESTRIANS sign in the center of the roadway; this can also provide some refuge for pedestrians and allow them to cross one direction of traffic at a time;
2. Bulb-outs should be provided on each side of the street to shorten the distance that pedestrians must cross as well as provide better visibility of the pedestrians; depending on the exact location and the resultant terrain, storm sewer inlets may be required adjacent to the bulb-outs.
3. Street lighting should be provided at the crosswalk similar to what exists along Massachusetts Street and what was recently installed in the 1000 block of New Hampshire Street, since mid-block crossings are not always expected by motorists and pedestrians are not often very visible in the dark.
4. The crossing should also be constructed as a raised crosswalk which would slow the traffic on New Hampshire, increasing the safety of the crossing.

Due to the number of driveways and their current locations in this block, the most feasible locations would probably be Location #1 on the attached map, however,

based on the crossing pattern of pedestrians (page 4 of the request), this location may not serve the majority of pedestrians unless they are willing to change their crossing pattern. In addition, Location #1 would probably require the removal of two on-street parking spaces. Location #2 may serve pedestrians better, it is closer to a mid-block location, but it would require closure of the driveway on the east side of the street and may require reconfiguring driveways on the west side. Consideration should also be given to the possible hotel on the east side of the street and where the best location would be to fit in with that development.

The following construction estimates are conservative since construction prices are in flux right now due to the uncertain cost of fuel and related construction products:

1. Mill and overlay from 7th & New Hampshire to 6th & Massachusetts - \$37,500
2. Raised concrete crosswalk with bulb-outs - \$40,000;
3. Street lighting - \$10,000; and
4. Storm sewer (if needed) - \$15,000.

If additional information is needed, please let me know.

LAWRENCE
JOURNAL-WORLD®

Ralph D. Gage Jr.
GENERAL MANAGER

September 2, 2005

Mr. Mike Wildgen, City Manager
Lawrence City Offices
6 East Sixth Street
Lawrence, Kan. 66044

RECEIVED

SEP 02 2005

CITY MANAGERS OFFICE
LAWRENCE, KS

Dear Mike:

I'm enclosing copies of correspondence from 1990 and 1994 related to consideration of some kind of mid-block pedestrian crossing for the 600 block of New Hampshire Street. I am requesting that the city help us evaluate options.

Our employee base has grown since these earlier studies. I suspect that traffic counts also have increased. Several of our employees have raised the issue of pedestrian safety and, observing the crosswalk arrangement at the Arts Center, have asked whether something similar could be provided in the 600 block.

Thank you for your consideration of this matter.

Sincerely,



Ralph Gage

Encl: As noted



P.O. Box 888, 609 New Hampshire, Lawrence, KS 66044-0888, (785) 843-1000
rgage@ljworld.com • <http://www.lawrence.com>

CITY OF LAWRENCE

MEMO

to: Terese A. Gorman, City Engineer
from: David E. Woosley, Transportation/Traffic Engineer
subject: New Hampshire Street between 6th Street and 7th Street
date: April 22, 1994

In response to the request from the City Manager to update the pedestrian crossing and gap study at the subject location, the following is provided.

In order to warrant a mid-block pedestrian traffic signal, the MUTCD requires at least 100 or more pedestrians crossing a street for each of any four hours during an average day; or 190 or more during any one hour, AND, there must be less than 60 adequate gaps per hour in the traffic stream during the same period. However, this warrant applies only to a location where the nearest traffic signal is greater than 300 feet and where a new signal would not unduly restrict platooned flow of traffic.

Pedestrian volume and gap studies were conducted at this location on April 20, with the following results:

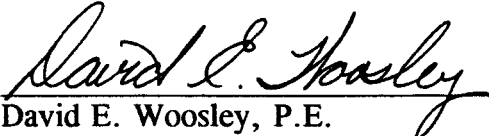
11:30am-1:30pm:	30 gaps/hour	77 pedestrians/hour
4:00pm-5:30pm:	14 gaps/hour	68 pedestrians/hour

Based on these studies, the gap requirement for a mid-block pedestrian traffic signal is met, however, the minimum pedestrian volumes are not. Therefore, installation of a mid-block traffic signal is not recommended at this location.

Terese A. Gorman
New Hampshire Street
April 22, 1992
page 2

A mid-block non-signalized pedestrian crosswalk could be installed, however, based upon routes pedestrians are currently using (see attached sketch), it is questionable as to what percentage would actually use the crosswalk. A crosswalk of this type could be installed on a temporary basis, such as 90 days, with a compliance study conducted near the end of the trial period to determine whether to keep the crosswalk on a permanent basis or not. This would also require removal of the on-street parking spaces on the west side of New Hampshire Street in front of the Journal-World.

If additional information is desired, please let me know.

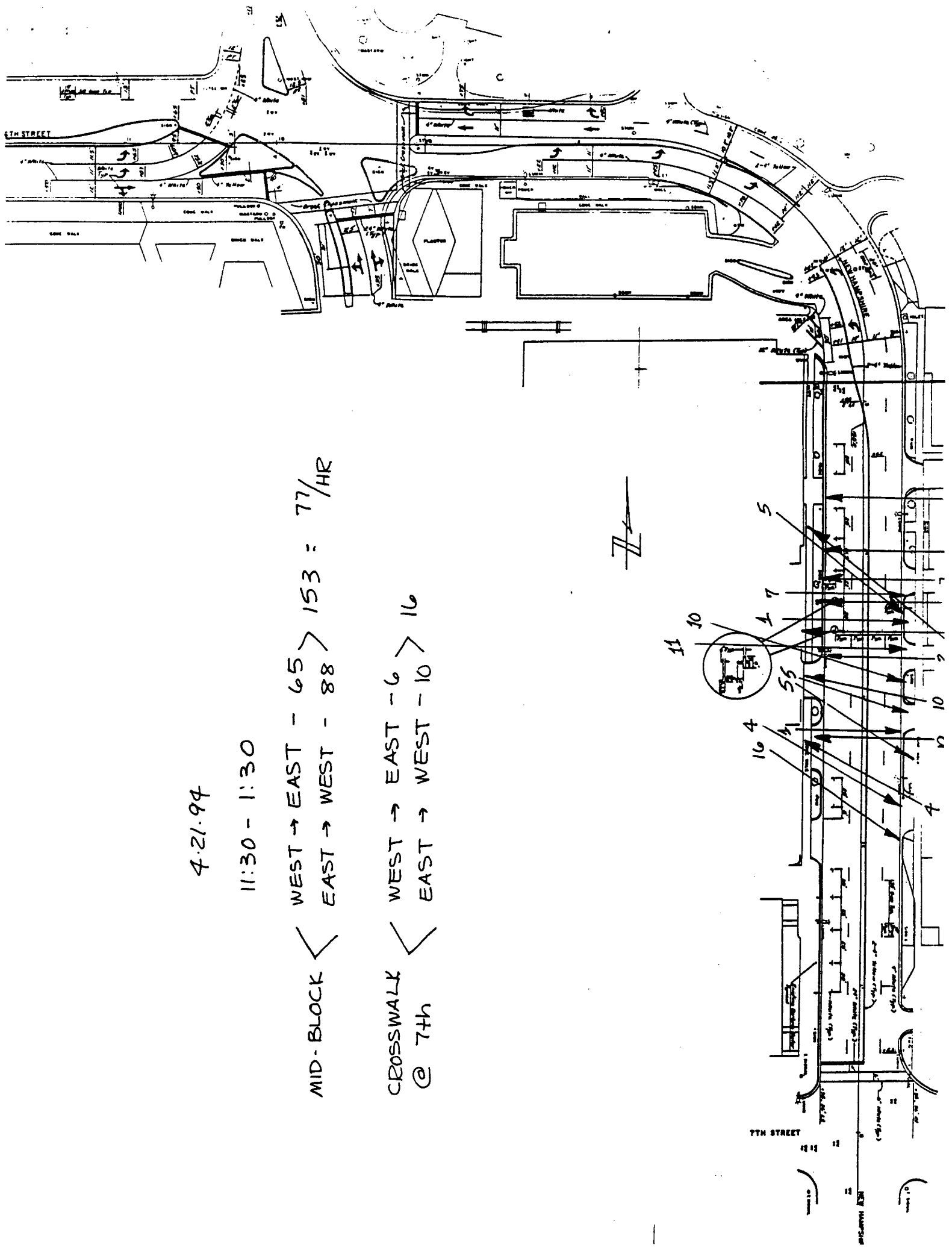

David E. Woosley, P.E.
Transportation/Traffic Engineer

4.21.94

11:30 - 1:30

MID-BLOCK < WEST → EAST - 65 > 153 = 77/HR
EAST → WEST - 88

CROSSWALK < WEST → EAST - 6 > 16
@ 7th EAST → WEST - 10

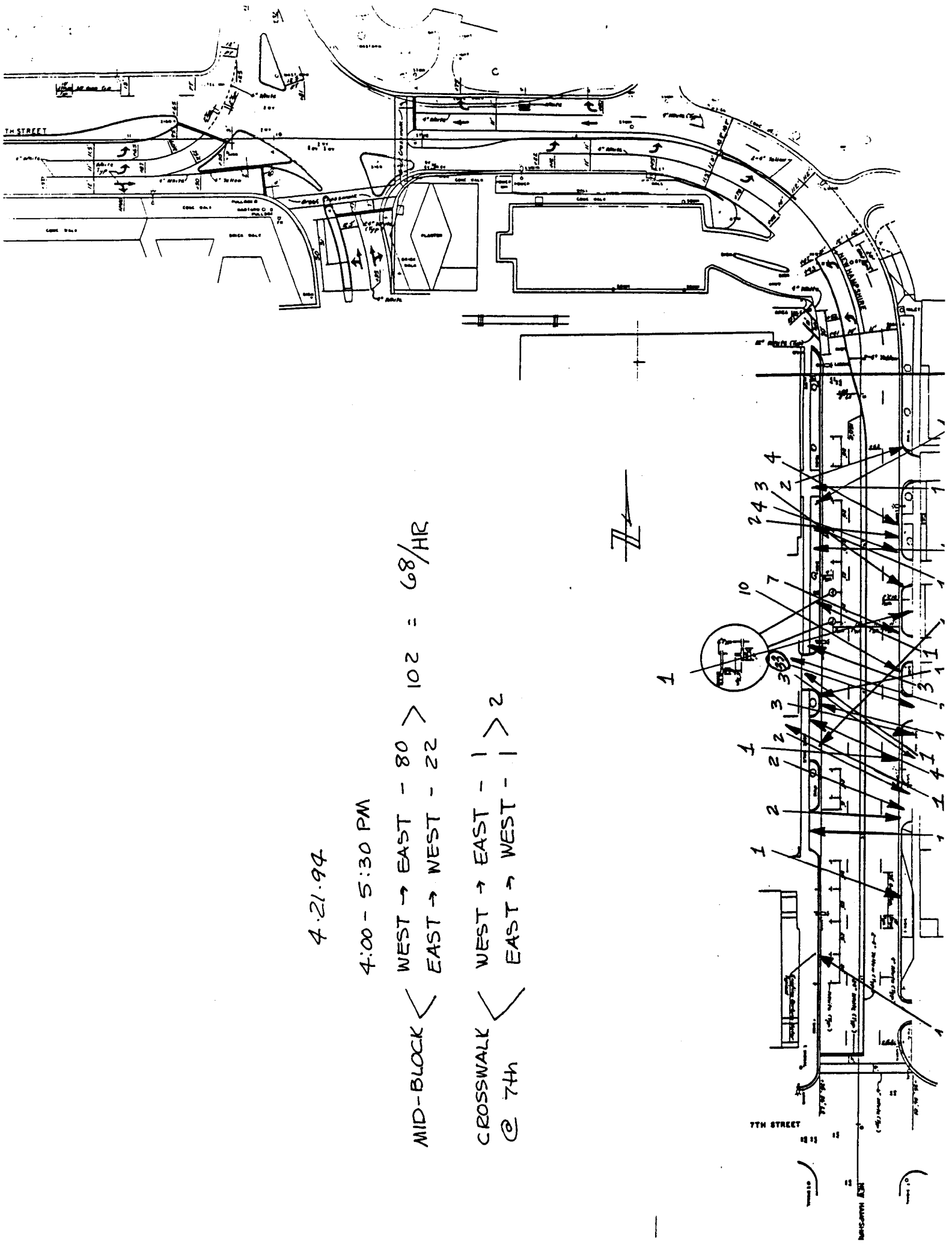


4.21.94

4:00 - 5:30 PM

MID-BLOCK < WEST → EAST - 80 > 102 = 68/HR
EAST → WEST - 22

CROSSWALK < WEST → EAST - 1 > 2
@ 7th EAST → WEST - 1





City of Lawrence KANSAS

MIKE WILDGEN, CITY MANAGER

CITY OFFICES

BOX 708

66044-0708

6 EAST 6th

913-841-7722

CITY COMMISSION

MAYOR

SHIRLEY MARTIN-SMITH

COMMISSIONERS

ROBERT L. WALTERS

DAVID PENNY

MIKE RUNDLE

BOB SCHUMM

August 10, 1990

Mr. Ralph Gage
Lawrence Journal World
6th and New Hampshire
Lawrence, Kansas 66044

Dear Ralph,

I have enclosed a copy of a short memo from the City Engineer regarding the pedestrian crossing in the 600 block of New Hampshire. The proposed non-signalized pedestrian crossing will still require parking to be removed in advance of and beyond the crosswalk itself. If you have any questions after reviewing this information, please contact me.

Respectfully,

A handwritten signature in cursive script that reads "Mike".

Mike Wildgen
City Manager

enc1



MEMO TO: City Manager

FROM: City Engineer

DATE: August 8, 1990

SUBJECT: Pedestrian Crosswalk, 600 Block, New Hampshire

A pedestrian crosswalk (without a traffic signal) should be located at Site No. 1. This location allows the best visibility for drivers to see pedestrians in the crosswalk. However, on-street parking should be prohibited for 100 feet in advance of and 20 feet beyond the crosswalk in order to provide adequate sight distance.

A crosswalk at Site No. 2 does not provide adequate sight distance for eastbound drivers due to its location on the curve. This location also experiences a considerable volume of turning movements because of its proximity to the parking garage, the mall, and the city parking lot.



Terese A. Gorman

TAG/cr

cc: Director of Public Works

MEMO TO: City Manager

FROM: City Engineer

DATE: June 27, 1990

SUBJECT: Pedestrian Traffic Signal, 600 Block, New Hampshire

The Manual On Uniform Traffic Control Devices establishes a traffic signal warrant for pedestrian volumes. The warrant states that the pedestrian volume shall be a minimum of 100 pedestrians for each of any four hours during an average day, or 190 or more pedestrians during any one hour. In addition to the minimum pedestrian volumes, there shall be less than 60 gaps per hour in the traffic stream of adequate length for pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. This warrant applies only to those locations where the nearest traffic signal is greater than 300 feet from the location being studied. Curbside parking should be prohibited for 100 feet in advance of and 20 feet beyond the crosswalk.

Pedestrian counts and gap studies were conducted on June 26, 1990, from 4:00 p.m. to 5:00 p.m. During this one hour period, 45 pedestrians crossed New Hampshire Street at various locations in the 600 block. At the parking garage entrance, 40 pedestrians crossed to the mall during this one hour period. There were 9 adequate gaps from 4:00 p.m. to 5:00 p.m. This block does not meet the minimum pedestrian volume, but it does have considerably less than the 60 gaps per hour required by the warrant. Attached is a sketch which shows the number of pedestrians and the different paths taken to cross New Hampshire Street.

It appears from the paths taken by pedestrians, that the best location for a pedestrian signal is on the south edge of the Journal-World building. This location is 300 feet from the signal at 7th and New Hampshire per the warrant. Also, parking would need to be removed in front of the Journal-

World to allow for adequate sight distance per the warrant. Currently, all parking is removed on the east side. The estimated cost for a pedestrian traffic signal at this location is \$13,000.

Terese

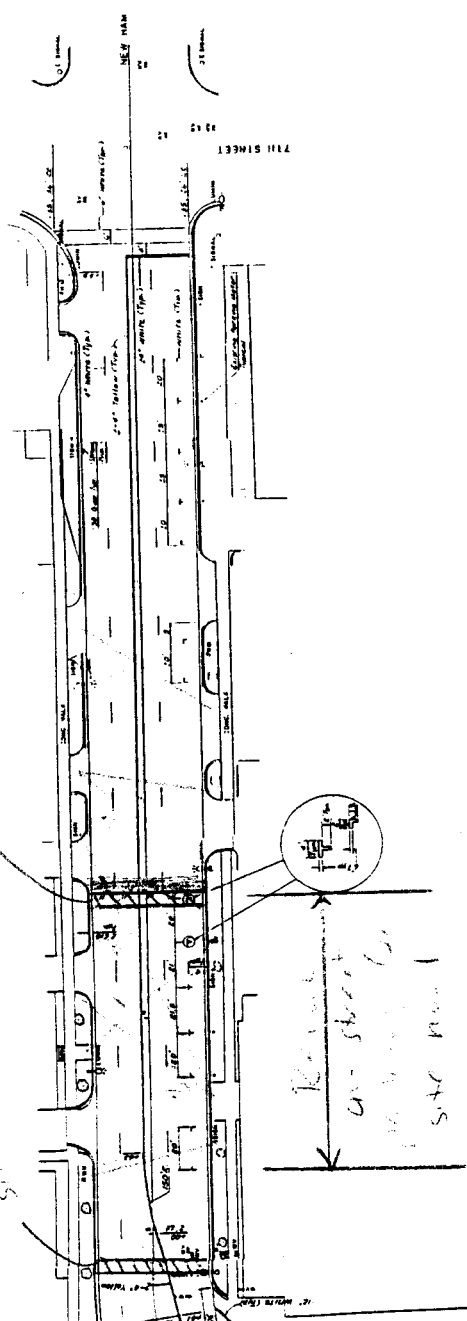
Terese A. Gorman

TAG/cr

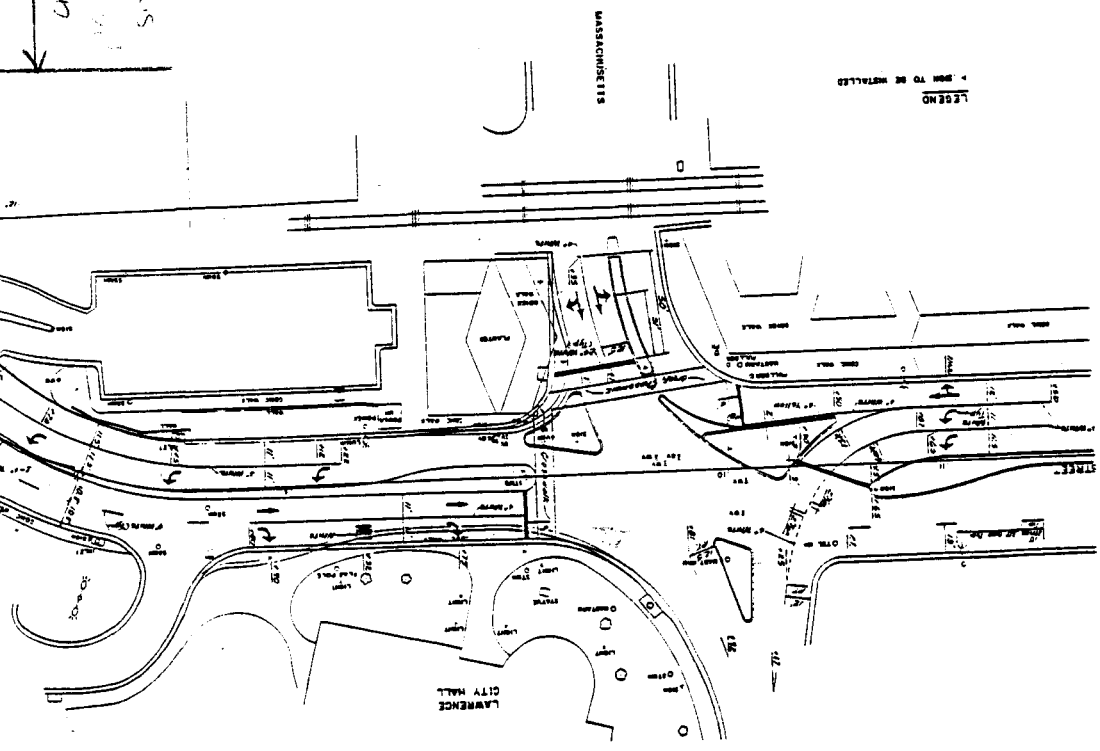
Encl.

cc: Director of Public Works

Site no. 2



- Croswall St sign



LEGEND
- SIGN TO BE INSTALLED

LAWRENCE CITY HALL

July 17, 1990

JBM CONSULTING ENGINEERS
Johnson, Brickell, Mulcahy & Associates, Inc.
8301 State Line Rd.
Suite 105
Kansas City, MO 64114
(816) 363-4005

PUBLIC WORKS
JUL 19 1990
RECEIVED

Ms. Terese A. Gorman, P.E.
City Engineer
City Offices
Box 708
Lawrence, KS 66044

Re: Pedestrian - Actuated Traffic Signal
600 Block of New Hampshire

Dear Terese:

In accordance with your request, we have reviewed your memorandum dealing with the proposed pedestrian-actuated traffic signal in the 600 block of New Hampshire.

The dilemma you face in terms of meeting the MUTCD pedestrian warrant is one that many agencies have faced. While the number of pedestrians does not fulfill the warrant, the number of adequate gaps is well below the threshold considered acceptable for safe pedestrian movements. Many agencies have elected to install mid-block traffic signals where only the gap-based portion of the warrant was met, but usually only where existing conditions indicated a compelling need. Site conditions considered typically include the number and type of pedestrians, traffic volumes, vehicular speeds, sight distances, and distances to other traffic signals.

In regard to this segment of New Hampshire, the crosswalk that you identified as site no. 1 appears to be the only feasible location for a mid-block traffic signal between the 6th and Massachusetts and 7th and New Hampshire intersections. The crosswalk identified as site no. 2 is too close to the considerable turning activity at the adjacent driveways, would not afford

Herbert J. Johnson, P.E. • Gerald L. Brickell, P.E. • Edward J. Mulcahy, P.E. • Dannie R. Cummings, P.E. • James V. Dickinson, P.E.
Brian G. Larson, P.E. • Frederick D. Schmidt, P.E. • Thomas G. Swenson, P.E. • Timothy A. Chalupnik, P.E.

Kansas City, Missouri • Des Moines, Iowa • Dallas, Texas • Olathe, Kansas • Minneapolis, Minnesota

adequate visibility for eastbound drivers and would likely result in queuing on New Hampshire across the driveways serving the public parking lot and the outlet mall.

Due to the proximity of site no. 1 to the traffic signals at either end of the block, a mid-block traffic signal should be coordinated with both traffic signals in order to avoid disrupting vehicle platoons and to minimize vehicular delay.

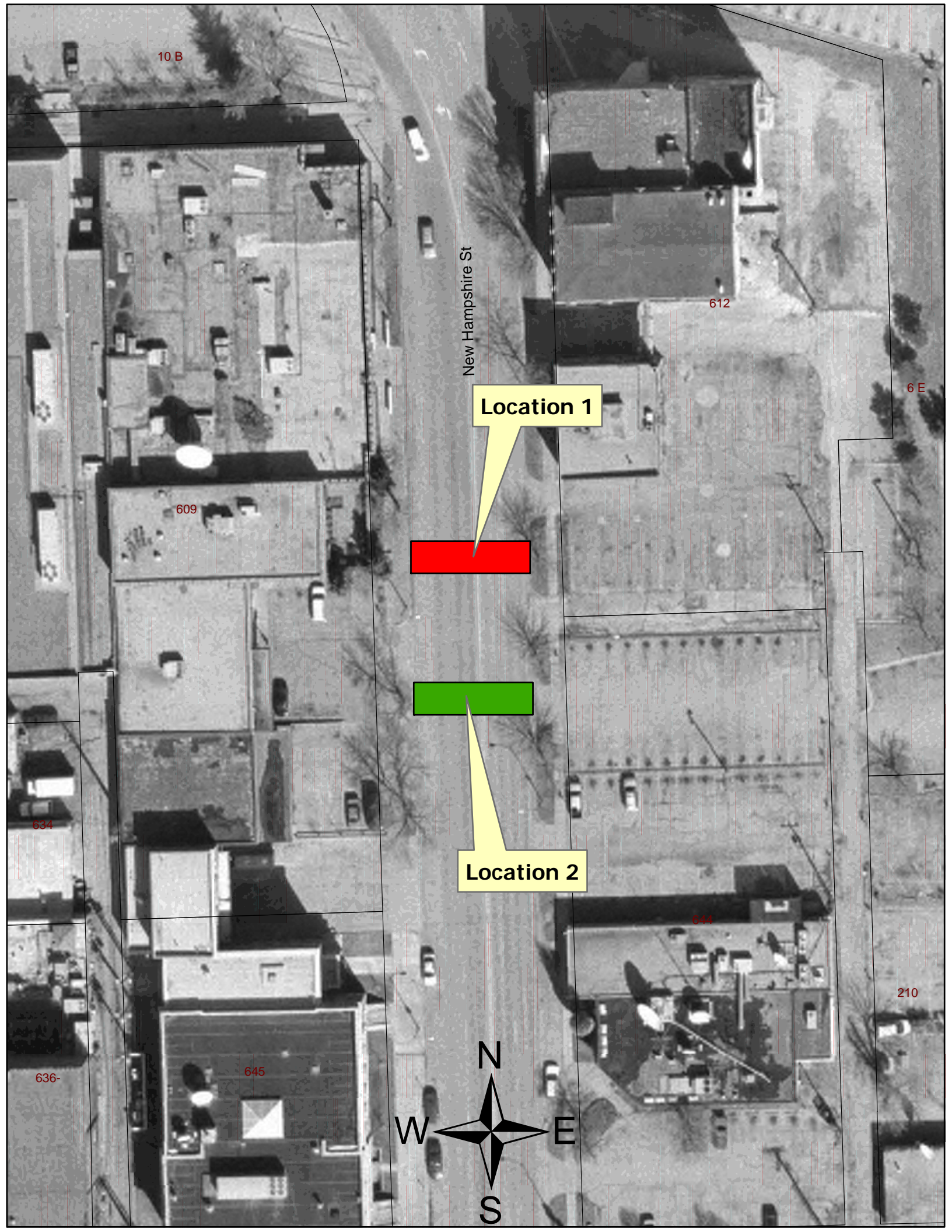
Based on our familiarity with this location, there does not appear to be a compelling need for a mid-block traffic signal at site no. 1. You are certainly in a better position to make that assessment. Perhaps an important consideration in deciding whether to install this traffic signal is whether you believe that pedestrians would use it. Site no. 1 is somewhat central to the mid-block pedestrian paths identified south of the curve, but these paths are spread out over a distance of roughly 300 feet. Many of the pedestrian origins and destinations are a considerable distance from the proposed traffic signal. If those pedestrians only a few hundred feet from the existing traffic signals at 7th and New Hampshire don't use that signal now, would they walk a hundred feet or more in the other direction to use the mid-block signal? Our experiences with similar situations have indicated that a significant percentage of pedestrians take the most direct route to their destination, cross streets wherever they desire and, even where traffic signals are conveniently located, either fail to take advantage of them or simply disregard the signal indications.

We hope that this information has adequately addressed your concerns. Please don't hesitate to call me if you should have any questions.

Sincerely,

Johnson, Brickell, Mulcahy
and Associates, Inc.

By: Thomas G. Swenson
Thomas G. Swenson, P.E.



10 B

New Hampshire St

Location 1

612

6 E

609

634

636-

645

Location 2

644

210

