

City of Lawrence
TRAFFIC ENGINEERING DIVISION

MEMORANDUM

TO: Charles Soules, Director of Public Works
Shoeb Uddin, City Engineer

FROM: David Woosley, Transportation/Traffic Engineer

DATE: 27 August 2007

SUBJECT: 11th Street Pedestrian Crossing

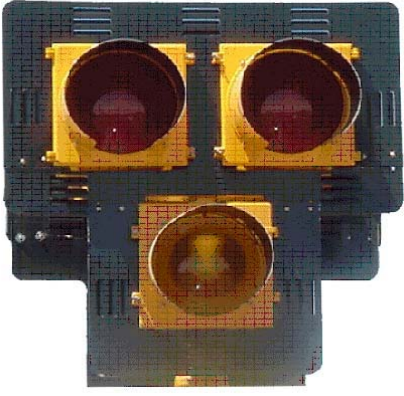
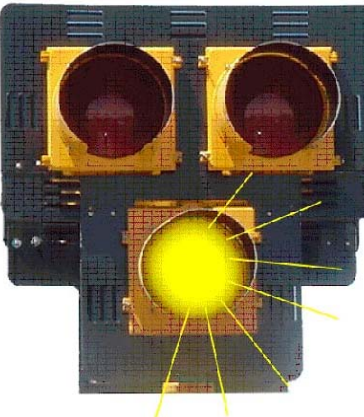


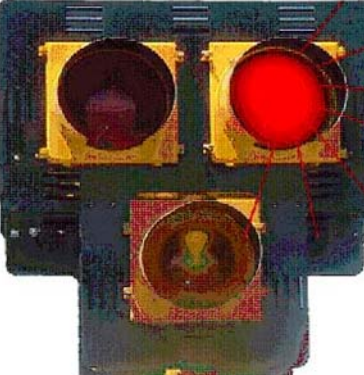

For several months, staff has been in the process of designing, obtaining equipment and contracting for construction of a pedestrian crossing beacon on 11th Street between New York Street and New Jersey Street. This beacon will assist school children as well as all others residents of East Lawrence to cross 11th Street, particularly during high traffic periods.

The installation is different from other pedestrian crossing signals in Lawrence; in fact, is currently considered experimental by the Federal Highway Administration, and requires FHWA approval for installation. The City of Lawrence received approval from FHWA on 24 July and the beacon became operational on 14 August. Although still officially experimental, the beacon was approved by the National Committee on Uniform Traffic Control Devices in January and was forwarded to FHWA recommending inclusion in the next edition of the *Manual on Uniform Traffic Control Devices*. One of the requirements for an experimental device, is that evaluation and reports must be submitted to FHWA; Dr. Eugene Russell of Kansas State University has agreed to perform all studies and complete all paperwork required for the Lawrence installation.

The installed device is referred to as a HAWK; HAWK stands for **H**igh Intensity **A**ctivated Cross**W**alk Pedestrian Crossing Beacon and differs from a standard pedestrian crossing signal in the signal display for motorists and operation.

The 3-section signal head (2 reds and 1 yellow) remains dark until activated by a pedestrian pushing a button. The signal then flashes yellow for approximately 6 seconds followed by steady yellow for approximately 4 seconds and followed by a double steady red during the time period that pedestrians receive a WALK signal. Once the pedestrian display changes to the clearance interval (FLASHING DONT

WALK), the motorist's signal changes to alternating flashing red. See sequence below:

		
<p>Dark Until Activated</p>	<p>Flashing Yellow for 3 to 6 sec</p>	<p>Steady Yellow for 3 to 6 sec</p>
		
<p>Steady Red during Pedestrian Walk Interval</p>	<p>Alternating Flashing Red During Pedestrian Clearance Interval</p>	

Research has shown a higher motorist compliance rate with these devices than other pedestrian crossing treatments, while at the same time, reducing the delay for motorists (during the flashing red interval, motorists may proceed through the crosswalk after stopping if the pedestrian(s) has completed crossing, instead of waiting until the end of the clearance interval).

Staff is currently in the process of preparing a pamphlet for distribution to New York School, the East Lawrence Neighborhood Association and others, describing how the beacon operates and how pedestrians should use it.

If additional information is needed, please let me know.