

## **AGENDA: TSC 6/4/12**

ITEM NO. 2: Consider request for Pedestrian Hybrid Beacon on Kentucky Street at 18<sup>th</sup> Street.

### Facts:

1. The school crosswalk at this intersection was added last year after the construction of a sidewalk along 18<sup>th</sup> Street, at the request of elementary school parents, allowing students to walk to school along 18<sup>th</sup> Street instead of 19<sup>th</sup> Street.
2. The city has not established warrants for a Pedestrian Hybrid Beacons with respect to the *School Crossing Control Policy*; however, two (2) previous requests were approved and funded: 11<sup>th</sup> Street between New York Street & New Jersey Street and Peterson Road east of Arrowhead Drive.
3. A school crossing gap study was conducted during January, April and May found that eight (8) of the nine (9) 5-minute crossing periods in the morning and all six (6) of the 5-minute crossing periods in the afternoon had less than one (1) adequate gap per minute; this would meet the criteria for consideration of an adult guard.

## **Minutes: TSC 6/4/12**

### **ITEM NO. 2:**

#### **Consider request for a Pedestrian Hybrid Beacon on Kentucky Street at 18<sup>th</sup> Street.**

Woosley reviewed the information provided in the staff report and noted that e-mail correspondence (attached) had been received and forwarded to each commissioner.

### Public Comment:

Sharon Ashworth, 1714 Mississippi Street: This past year we had approximately 30 students walking from the west side of Kentucky Street, across Kentucky Street to Cordley School; we also have students crossing to go to Central; there have been some close calls; some times a car will stop in one lane to let the students cross, but the cars in the other lane don't and some of the students aren't tall enough to see them coming or to be seen; some people have expressed interest in a crossing guard and others a beacon, however, the guard would only be there just before and just after school and there are a lot of after school activities; something to help us get across that street safely would be much appreciated.

### Commission Discussion:

Commissioner Boley asked if the students continued to walk east on 18<sup>th</sup> Street after crossing Kentucky Street; Ashworth advised that they did continue on to Vermont Street and then south on Vermont to the school entrance.

Commissioner Rothrock asked if it wasn't feasible for the students to cross Kentucky Street at 19<sup>th</sup> Street; Ashworth advised that the drivers turning right and left onto Kentucky from 19<sup>th</sup> are definitely not looking for pedestrians.

Commissioner Russell asked if the school district was still considering closing Cordley School; Ashworth advised that they are not.

Commissioner Devlin: It makes a lot of sense; it is a safety concern.

Commissioner Russell asked what the difference was between the cost of an adult guard and a beacon; Woosley advised that a beacon could be installed for \$20,000-\$25,000, but was unsure of the current cost of an adult guard, possibly in the range of \$3,000-\$4,000 per year.

Commissioner Boley asked what the useful life of a beacon was; Woosley advised the city has had similar equipment in place for 20-30 years without significant modification.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND APPROVAL OF THE REQUEST FOR A PEDESTRIAN HYBRID BEACON ON KENTUCKY STREET AT 18<sup>TH</sup> STREET; THE MOTION CARRIED, 8-0.**

**David Woosley**

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**From:** Sharon Ashworth [sharon.ashworth@sbcglobal.net]  
**Sent:** Wednesday, January 18, 2012 7:07 AM  
**To:** David Woosley  
**Subject:** hazardous crossing - 18th Street & Kentucky Street

Dear Mr. Woosley,

I want to express my concern about the relatively new markings at Kentucky and 18th Streets. A number of families cross there to and from Cordley Elementary School. I know a few people in our neighborhood have been working with you for quite sometime regarding our pathway to the school (and I certainly appreciate the sidewalks), but the empty crosswalk lines and sign have produced a more hazardous situation.

Cars traveling on Kentucky do not know what to do. When they see kids waiting to cross, some stop and some don't. What happens is that one car will stop, but the cars in the next lane do not or proceed to move from behind the stopped car to pass in the other lane. In one instance related to me, a child started to cross the street when the car in the lane nearest to him stopped but he did not see that the car in the far lane was not stopping. He was called back by a frantic yell from someone behind him. We have a number of children that have to cross that street on their own, some young enough that they can't physically see over a stopped car to the next lane (and cars can't see them). I believe the sign and empty crosswalk have made the crossing more hazardous.

I personally would like to see one of those crossing lights that is triggered by pedestrians such as you see at the Art Center, on 9th street, and the new one on Kentucky that allows children to cross safely to St. John's.

Thank you for your time,

Sharon Ashworth  
Cordley parent



CITY OF LAWRENCE, KANSAS  
**SCHOOL CROSSING CONTROL POLICY**

Resolution No. 5777, March 19, 1996  
Resolution No. 6604, August 16, 2005  
Resolution No. 6748, January 22, 2008  
Resolution No. 6777, July 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
  2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*.

### REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

### STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

### ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
  - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
  - (b) if the average number of students is 10 or greater and
    - (1) the speed limit on the street is over 35mph, or
    - (2) the street is marked for more than 3 lanes of traffic, or
    - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
    - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
  - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
  - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.



## CITY OF LAWRENCE TRAFFIC ENGINEERING DIVISION SCHOOL CROSSING GAP STUDY



Location: **18th Street & Kentucky Street**

Time Period	Date / Weather						Average Gaps Per Minute	Average No. of Elementary Students
	24-Apr-12 sunny, 55°		26-Apr-12 weather, °		11-May-12 PC, 63°			
	Gaps per minute / Students							
8:00-8:05	0.6		0.4		0.8		0.60	
8:05-8:10	0.6		0.4		0.6		0.53	
8:10-8:15	0.4		0.6		0.8		0.60	
8:15-8:20	0.4		0.6		1.0		0.67	
8:20-8:25	0.8		0.8		1.2		0.93	
8:25-8:30	0.8		0.8		1.0		0.87	
8:30-8:35	1.0		0.8		1.0		0.93	
8:35-8:40	0.8		0.8		1.6		1.07	
8:40-8:45	0.8		0.8		1.2		0.93	
Totals		0		0		0		0.00



## CITY OF LAWRENCE TRAFFIC ENGINEERING DIVISION SCHOOL CROSSING GAP STUDY



Location: **18th Street & Kentucky Street**

Time Period	Date / Weather						Average Gaps Per Minute	Average No. of Elementary Students
	30-Jan-12 PC, 66°		24-Apr-12 sunny, 85°		26-Apr-12 cloudy, 80°			
	Gaps per minute / Students							
3:45-3:50	0.8		0.8		0.6		0.73	
3:50-3:55	0.6		0.4		0.8		0.60	
3:55-4:00	0.4		0.6		0.8		0.60	
4:00-4:05	0.8		0.6		0.6		0.67	
4:05-4:10	0.8		0.4		0.8		0.67	
4:10-4:15	0.8		0.6		0.6		0.67	
Totals		0		0		0		0.00



Ohio St

W 18th St

W 18th St

Tennessee St

Kentucky St

Vermont St

Ohio St

Veterans Park

**CORDLEY SCHOOL**



Tennessee St

Kentucky St

W 19th St

**David Woosley**

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**From:** Elias Beeson [eliasbeeson@hotmail.com]  
**Sent:** Friday, May 25, 2012 9:38 AM  
**To:** David Woosley  
**Subject:** Crosswalk at 18th and Kentucky

Mr. Woosley-

I'm aware that my neighbor Sharon Ashworth wrote you a letter expressing her concerns regarding the safety of the current crosswalk at 18th and Kentucky. I would like to echo her concerns. I have seen (on more than one occasion) a car stop in one lane, allowing the child to walk across the street, while a car in the other lane drove right through without even looking. My husband had the unpleasant experience of frantically stopping kids from crossing, during such scenarios, numerous times throughout the school year.

As Sharon stated in her letter--many of these kids are walking without an adult or older sibling. They are short and don't see over the car closest to them. Likewise, they are not seen by the other drivers. This intersection is a tragedy waiting to happen.

Thank you for considering this request during the June meeting,  
Jessica Beeson  
785-691-6678

**From:** Alee Phillips [mailto:phillips.alee@gmail.com]  
**Sent:** Monday, June 04, 2012 4:55 PM  
**To:** David Woosley  
**Subject:** Hazardous crossing - 18th Street & Kentucky Street

Mr. Woosley -

I will not be able to make it to the meeting tonight, but wanted to express my support for additional street crossing guidance at 18th & Kentucky.

I was part of the group that worked to get sidewalks along that 18th street route and am very thankful that we have those. However, the addition of the crosswalk and pedestrian signs at this intersection has resulted in many confused drivers and several dangerous situations on our regular walk to Cordley. I think Sharon Ashworth's letter to you explained the issue well.

I am strongly in favor of a traffic light or at least a crossing guard at that intersection. Cordley has a large Boys & Girls club population and many students walking to Central Middle School also take that route (including my son). Having a light rather than a guard would make sure those students also cross safely at times other than the regular Cordley drop off and pick up times (that would only be covered by a guard).

Sincerely,  
Alee Phillips  
1728 Mississippi