

Current Locations

The City of Lawrence has installed Pedestrian Hybrid Beacons at the following locations:

- ◆ 9th Street between Hilltop Drive & Sunset Drive
- ◆ 11th Street between New Jersey Street & New York Street
- ◆ 11th Street between Haskell Avenue & Oregon Street
- ◆ 19th Street between Delaware Street & Moodie Road
- ◆ New Hampshire Street between 9th Street & 10th Street
- ◆ Peterson Road just east of Arrowhead Drive



Citizen Concern

The City takes its role in solving traffic problems very seriously, yet the ultimate burden of safety rests with you, the motorists and pedestrians in Lawrence. Due to the number of citizen requests per year, we cannot always investigate your request as quickly as we would like to. However, we will respond after carefully evaluating your request. We appreciate your patience and understanding.

**IF YOU HAVE QUESTIONS,
REQUESTS OR SUGGESTIONS
CONCERNING TRAFFIC,
PLEASE CALL THE
TRAFFIC ENGINEERING
DIVISION
AT 832-3034.**

August 2010

What You Need To Know About ***Pedestrian Hybrid Beacons***



**TRAFFIC ENGINEERING DIVISION
CITY OF LAWRENCE**

Pedestrian Safety

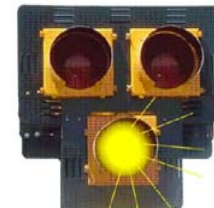
The City of Lawrence considers pedestrian safety to be very important. Pedestrian safety at unsignalized crosswalks is a concern. While various treatments exist at unsignalized crossings, there is a growing concern that they are not effective. Despite most states



having a law that requires motorists to yield to pedestrians in a marked crosswalk, a 2002 Federal Highway Administration study found that some marked crosswalks had higher crash rates than unmarked crosswalks. However, studies have also shown that a RED signal or beacon had compliance rates greater than 95 percent.

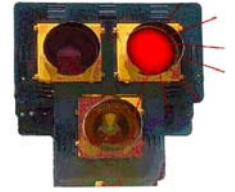
How does a Pedestrian Hybrid Beacon operate?

The beacon remains dark for motorists until activated by a pedestrian push button. After activation, the motorist will see the yellow light "flash" for a few seconds, followed by a steady yellow for a few seconds and then by a double solid **RED**, requiring them to **STOP** at the stop line. At this time, the pedestrian receives a **WALK** indication.



At the end of the **WALK** indication, the pedestrian is displayed a **FLASHING DON'T WALK** indication, and the

motorist sees an **ALTERNATING FLASHING RED**. During this



period, motorists are required to **STOP** or remain stopped until pedestrians have finished crossing the street, and then may proceed.

What are the advantages of a Pedestrian Hybrid Beacon?

Studies have shown a better compliance rate by motorists with a HAWK Beacon than other devices at pedestrian crossings. A HAWK Beacon can also reduce motorist delay since vehicles may proceed during the Alternating Flashing Red period after stopping if the pedestrians have finished crossing the street. At other signalized crossings, the motorist must stay stopped during the entire sequence, even if the pedestrian has finished crossing the street.