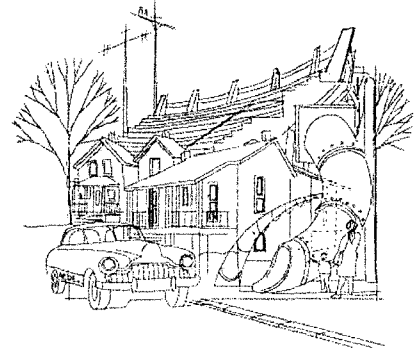


East Lawrence Neighborhood Association

P.O. Box 442393
Lawrence, KS 66044
eastlawrence@yahoo.com



October 12, 2006

Pedestrian Advisory Committee,

The East Lawrence Neighborhood Association wholeheartedly supports a mid-block pushbutton crosswalk across 11th between New York and New Jersey Streets. We believe that this will be a benefit for all the residents of the neighborhood, but especially for the children walking to and from New York School. We are a small school, and our children are at the school from 7:00 am to 6:00 pm due to the very popular before and after school programs by the Boys and Girls Club.

We believe this will add a great deal to the safety of our pedestrian oriented neighborhood!

Sincerely,

Janet Good, President
East Lawrence Neighborhood Association

September 26, 2006

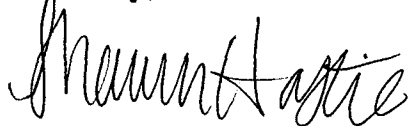
Dear Commissioners,

I am writing to inform you of the New York Elementary School community's unanimous support for a push-button crosswalk to be located on 11th street between New York and New Jersey streets.

For years, as a school, we have advocated for this safety measure for our students. Our school is small, with only one class for each grade level, but many of our students walk or ride bikes to school. The traffic on 11th street is brisk in the mornings and after school. Much of the traffic is large, city vehicles. Our children need a safe crossing point that insures cars traveling in both directions will stop to allow students' safe passage.

We applaud and thank you for your support to better protect and serve our children.

Sincerely,

A handwritten signature in black ink, appearing to read "Shawn Hastie". The signature is written in a cursive, flowing style.

Shawn Hastie

PTO president, New York Elementary

New York Elementary School

936 New York Street
Lawrence, Kansas 66044-2795
Telephone: (785) 832-5780
Fax: (785) 832-5784



September 27, 2006

To City of Lawrence Pedestrian Safety Advisory Committee,

I am writing in support of placing a mid-block, push button crosswalk signal on 11th Street between New York Street and New Jersey Street.

I am the New York After School Program Manager for Lawrence Public Schools. I work in full partnership with Jason VanAllen, Boys and Girls Club Program Manager at New York to provide safe, quality care before and after school for New York Elementary School students.

Our students arrive between 7:00 and 9:00 A.M. and depart between 3:45 and 6:00 P.M. each day. Several of our students walk to and from school and have to cross 11th Street. It would be impossible to provide an adult assistant for these students since the times of crossing vary each day. Installing this pedestrian-controlled signal seems to be a step toward providing more safety for our students.

Jason and I ask that you consider the safety of the children in our program and proceed with the installation of a crosswalk signal on 11th Street between New York and New Jersey Streets.

Thank you.

Sincerely,

Linda M. Kucza
Academic Program Manager
New York Elementary After School Program
Program

Jason VanAllen
Boys & Girls Club Program Manager
New York Elementary After School

ITEM 7

Dear Traffic Safety Commissioners;

After researching the situation at 11th and New York the Pedestrian Advisory Committee believes that a pedestrian light between New York and Delaware is warranted and will help students from New York School feel safe going to and from school.

Last year there were 152 students that attended New York school and 122 of those students had to cross 11th street to get to and from school. New York school also has a before and after school program and even though there is a flashing school light on either side of New York street, most of the students do not actually go to or from the school during the 45 minutes that the yellow flashing light is active.

Traffic counts were taken and the average car movement is the equivalent of one every 12 seconds. Most of the vehicles are large trucks from the city maintenance garage on Haskell and parking along 11th makes it difficult for an adult to see what traffic is coming let alone a child. The block along 11th from Connecticut is very short and the traffic is speeding up from the corner.

After talking to David LaRouche, Lisa Koch, and Brian Gower from KDOT, the feeling generally is 11th is not a state or federal highway, and as a minor arterial the city is the only decision maker determining whether there is a pedestrian light for this school.

The Pedestrian Advisory Board also took into account that in the future when New York School is being assessed for the KDOT Safe Routes to Schools Grant program, that the light would be part of the overall route and would not need to be removed. We feel that there is more than enough quantifying evidence to support the pedestrian light.

One Tuesday morning representatives from PAC, the city and ELNA were at the site to see the situation. Only two families of students braved the intersection. The first was a boy and girl and the boy went dashing across the street while the girl stopped back from the street and told her brother to go on and she will catch up when she can get across the street. The next was a little boy running towards the intersection and he was yelled at not to cross the street. Another boy came up and then their sister, probably sixth grade, and she held on to their shoulders and back several feet from the corner and then she let go of their shoulders and said “ move, move!” and they ran across the street. Those two incidents made the concern of crossing 11th very evident.

Lisa Koch from KDOT sent out to a list serve our question, “If pedestrian countermeasures can be determined for new development why can't cities use those same determinations to warrant countermeasures at intersections or midblock in developed areas? How does the Federal or State department of transportation deal with intersections that are too dangerous to cross and therefore no numbers can be counted to warrant a countermeasure or device for pedestrians?” Most of the answers were, “that’s a gray area” or “It’s the situation of the chicken and the egg”, but one member of the Virginia Department of Transportation stated:

“...that is the same kind of conundrum resulting from the article I posted last week. Warrant analysis that simply looks at pedestrian traffic is short-sighted. My thinking is that if you have a school and you have sidewalks and you have adjacent residential then you NEED accommodations like ped heads and crosswalks, maybe even phased signals. The incident here last week was similar in that the school/county wants to discourage walking because it is "not safe". Well then, make it safe! Some people, including kids, will walk regardless of how safe it is, which is why an 8-yr old nearly ended up dead in front of her school. To not provide accommodations around a school is derelict in my opinion. If the school plans to adopt SRTS then all the more reason to justify putting in accommodations. I'll get off my soapbox now. I know I'll be arguing these points with some people, but we have made too many poor choices to date that have resulted in non bike/walk behavior. JH ”.

ITEM 7

Cities that discourage walking because there are no set answers to these question are communities that are derelict and regressing from the needs of their communities. Lawrence has the ability to take care of our children and the walkability we are trying to protect and enhance by using countermeasures even when the usual determinations are not easy to assess, and the question of the “chicken and egg” or “gray area” should not be a deterrent, but a tool in decision making when determining if a pedestrian countermeasure is needed.

The Pedestrian Advisory Committee supports a pedestrian light mid-block on 11th between New York Street and Delaware Street based on quantified and practical evidence and information derived from several Department of Transportation and some of their members.

Gwen Klingenberg

Pedestrian Advisory Committee – Chair

ITEM 7

David Woosley

From: Dawn Hawkins [hoohawkins@yahoo.com]
Sent: Monday, November 06, 2006 4:11 PM
To: jjzieg@sunflower.com; pgraves@kda.state.ks.us; davidh@bgcons.com; Richard Heckler; carolb@sunflower.com; bacjb@ku.edu; rhagen@ku.edu; David Woosley
Subject: 11th & New York crosswalk

Hello All,

I am writing as a concerned parent in the New York School area, and as an East Lawrence pedestrian.

It is my understanding that you will discuss tonight the possibility of installing a push-button cross-walk between New York and New Jersey, to cross 11th St.

Although I would be excited to see a push-button light at this intersection (indeed I was among those who brought it to the table, along with other New York School traffic safety issues), I am reluctant to see the crossing go in between New York and New Jersey.

My concerns with the mid-block crossing are are:

- it may be under-utilized by pedestrians who approach the intersection from the west, requiring children and other pedestrians to walk 1/2 block out of their way, and 1/2 block back, in order to use it. I believe that a lot of the north/south pedestrians utilize New York Street as an alternative to walking on Connecticut; these pedestrians may also be less likely to use the mid-block crossing.
- traffic stopping for the mid-block crossing my be less inclined to stop for pedestrians crossing at the intersection of 11th/NY
- current traffic is already familiar with the 11th/NY crossing (regardless of whether or not they abide it!)

I would prefer to see a **4-way stop at New York Street & 11th, with installation of a VERY VISIBLE crossing similar to the ones installed in the 600blk of New Hampshire**. This would mean a change in grade (mild speed bump!) and change in material (use of concrete and bricks) and proper signage. This type of crosswalk endures time and weather conditions. They also are better than islands as they do not force cars to force bicyclists into the curb. The 4-way stop would eliminate the "choice" for vehicles to stop or not to stop for pedestrians.

A similar scenario would be very appropriate at 11th and Connecticut, for east/west pedestrian traffic. There are a few New York School families that live south and west of the 11th/Connecticut interstection. The combination of these two crossings would solve a great deal of pedestrian safety issues.

I realize that this option is not the official wording of tonight's agenda item, but I do hope you will give it consideration. This solution was never offered as an option at any previous meetings with TSC (or the Traffic Safety Engineer) in which this problem area was discussed. Thusly, I think it should be considered now.

My opinion may differ from that of other groups concerned with this matter. However, they may not have had an opportunity to consider this option. I have spent countless hours researching the law and discussing this issue with folks in the community. I believe that there are many who would view the 4-way stop, in combination with the raised-grade cross walk, as the best solution.

ITEM 7

It may be questioned whether or not there are the traffic numbers to justify the 4-way stop, (as would also be the case with the mid-block crossing.) It is certainly not my desire to see this issue postponed or delayed again for 'further studies'. We need a solution now. However, I do hope this alternative will be given consideration.

Thanks for your attention,

Dawn Hawkins