

CE 890 Graduate Seminar

- DATE:** December 10, 2008
- TIME:** 4:00 p.m. (refreshments served at 3:45 p.m.)
- PLACE:** Rathbone 1052
- SPEAKER:** Ranjit Prasad Godavarthy, M.S.. student in Transportation Engg.
- TOPIC:** “Reducing Excessive Delay to Drivers at Mid-Block Pedestrian Crossing by Using a HAWK Beacon Signal”

ABSTRACT

Pedestrian signals, particularly at signalized, mid-block crossing cause delay to a driver which is termed “excessive delay” in this study. In many cases at a mid-block signal, a pedestrian pushes the button and then quickly crosses the street as soon as the walk signal appears and drivers still face several seconds of solid red ball and by law must remain stopped. Some pedestrians push the button and cross the street without waiting for a walk signal for which the vehicles should stop for no pedestrians. On a busy street a queue of vehicles waiting after all pedestrians have crossed can amount to hundreds of hours of excessive delay per year. The High intensity Activated cross Walk (HAWK) beacon signal which is now proposed to be called a “Pedestrian Hybrid Signal” by Federal Highway Administration (FHWA) in the next Manual on Uniform Traffic Control Devices (MUTCD) (2009 version) is proven to be effective in decreasing this excessive delay by its different sequence of signal operation. The City of Lawrence was interested in experimenting with HAWK beacon signal and so they installed one at a mid-block crossing. A study was conducted at this site to find out the effectiveness of a HAWK beacon signal in decreasing the delay to drivers by comparing it with a signalized mid-block pedestrian crossing at Lawrence. Cameras were used to capture video at these sites and the effectiveness of a HAWK beacon signal was analyzed from the video. The HAWK beacon signal proved to be effective in decreasing the excessive delay for the drivers in this study.