



To: Chairperson and Transportation and Safety Committee
From: Matthew Lew, PE, Civil Engineer *ML*
Through: Carl S. Goldsmith, Director of Public Works
Date: July 27, 2015
Subject: August 2015 Meeting Item 2—IPP Crossing at Main Street Update

In the January 2015 meeting, the Committee reviewed increasing pedestrian visibility at the Prairie Path Crossing at Main St with a Rapid Rectangular Flashing Beacon (RRFB). The Committee recommended to the Board of Trustees to accept staff recommendation to install an RRFB with the assumption that funding needs to be found. Funding had been secured for this installation and is anticipated for installation in fall 2015. Below are the details for this item.

In the October 2014 meeting, Village staff presented an itemized list to the Committee regarding the Prairie Path crossing. Staff recommended investigating visibility and speed reducing measures for path users at this location. After review, the Committee asked for additional information for the supplementary stop signs and rapid rectangular flashing beacon (RRFB) installation.

Since the stop signs are on DuPage County property, the Village requested the supplementary signage from the County on October 29, 2014. This request was approved on November 19, 2014, and the requested signage has been installed. The County also installed larger signage at this location on their volition. Pictures of the signage may be found below.

RRFB installations are newer safety treatments that have interim Federal Highway Administration (FHWA) approval. Once activated by push buttons, RRFB installations display high intensity wig-wag (alternating) flashing beacons to alert motorists of crossing pedestrians. These installations act as an advisory warning mechanism. They have been shown to increase driver yielding from 18% to 88% in FHWA studies as well as sustained driver yielding behavior. According to the FHWA, “[the FHWA] considers the RRFB to be highly successful for the applications tested (uncontrolled crosswalks). The RRFB offers significant potential safety and cost benefits, because it achieves very high rates of compliance at a very low relative cost in comparison to other more restrictive devices that provide comparable results, such as full midblock signalization. The components of RRFB are not proprietary and can be assembled by any jurisdiction with off-the-shelf hardware. The FHWA believes that the RRFB has a low risk of safety or operational concerns” (FHWA RRFB Interim Approval, July 2008).

While relatively uncommon around Lombard, Elmhurst and Westmont have placed RRFB installations within their communities, and example pictures may be found below. The assembly will be installed on both sides of Main Street and at the pedestrian refuge. The units will be solar powered with wireless communication and push button activated. Total cost should be approximately \$20,000.

WB Path Crossing



EB Path Crossing



Elmhurst RRFB (York St. at Prairie Path)



Westmont RRFB (Cass Ave. at Quincy St.)

