

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



*A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million*

MEMBERS

- Antioch
- Arlington Heights
- Bannockburn
- Barrington
- Bartlett
- Buffalo Grove
- Carpentersville
- Cary
- Crystal Lake
- Deer Park
- Deerfield
- Des Plaines
- Elk Grove Village
- Evanston
- Fox Lake
- Glencoe
- Glenview
- Grayslake
- Hanover Park
- Highland Park
- Hoffman Estates
- Kenilworth
- Lake Bluff
- Lake Forest
- Lake Zurich
- Libertyville
- Lincolnshire
- Lincolnwood
- Morton Grove
- Mount Prospect
- Niles
- Northbrook
- Northfield
- Northfield Township
- Palatine
- Park Ridge
- Prospect Heights
- Rolling Meadows
- Schaumburg
- Skokie
- Streamwood
- Vernon Hills
- Wheeling
- Wilmette
- Winnetka

President
Harriet Rosenthal
Deerfield

Vice-President
Arlene Juracek
Mount Prospect

Secretary
Daniel DiMaria
Morton Grove

Treasurer
Ghida Neukirch
Highland Park

Executive Director
Mark L. Fowler

**Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, January 16, 2018**

10:30 a.m.

NWMC Offices

1600 E. Golf Road, Suite 0700, Des Plaines

AGENDA

- I. Call to Order/ Introductions**
- II. Approval of December 19, 2017 Meeting Minutes (Attachment A)**
Action Requested: Approval of Minutes
- III. NWMC Multimodal Plan Update**
Staff will provide an update on the status of updates to the NWMC bicycle plan.
Action Requested: Informational
- IV. RRFB Policy Changes (Attachment B)**
Staff will discuss the Federal Highway Administration’s recent decision to terminate interim approval for Rectangular Rapid Flashing Beacons (RRFB) and the decision’s impact on municipalities.
Action Requested: Informational/Discussion
- V. Invest in Cook Program**
Staff will discuss Cook County’s Invest in Cook program, awarded projects and potential future projects from the region.
Action Requested: Information/Discussion
- VI. Other Business**
- VII. Next Meeting**
The next meeting of the NWMC Bicycle and Pedestrian Committee is scheduled for February 20, 2018 at the NWMC offices.
Action Requested: Informational
- VIII. Adjournment**

**Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, December 19, 2017
Draft Meeting Minutes
10:30 a.m.
NWMC Offices, Des Plaines**

Committee Members Present:

AC Buehler, Trustee, Village of Northbrook (co-chair)
Anne Marrin, Village of Fox Lake (co-chair)
Richard Bascomb, Village of Schaumburg
Andrew Jennings, Village of Wheeling
Natalie Nye, Village of Barrington
Derek Peebles, City of Des Plaines
Brigit Schwab, Village of Arlington Heights
Harry Spila, Village of Palatine

Others Present:

Lindsay Bayley, CMAP
Brooke Jones, Village of Wheeling
Deb Kutska, Oakton Community College
Scott Mangum, City of Evanston
Martin Sobauski, Village of Northbrook
Robert Steele, Village of Glenview
Mark Fowler, NWMC
Brian Pigeon, NWMC
Mike Walczak, NWMC

I. Call to Order/ Introductions

Trustee Buehler called the meeting to order at 10:35 a.m. and asked those present for introductions.

II. Approval of October 17, 2017 Meeting Minutes.

On a motion by Mr. Spila, seconded by Ms. Marrin, the committee voted to approve the meeting minutes.

III. CMAP Non-Motorized Transportation Report

Ms. Bayley provided an overview and background on the snapshot reports being developed in preparation for the On To 2050 plan. She described the timeline for the non-motorized transportation report and key research questions. She discussed the Regional Greenways and Trails plan as well as Bicycle Friendly Communities and the adoption of complete streets policies in the region. She then discussed the adoption of

physically protected bikeways and pedestrian facilities as well as crash rates in the region. She then discussed equity issues, roadway jurisdictions and data sources. Trustee Buehler asked if the report would be used in the future to determine funding. Ms. Bayley replied that the report was a regional analysis and that the data had not been requested by any other entities.

IV. Arlington Heights Bicycle and Pedestrian Plan

Ms. Schwab noted that the Arlington Heights bicycle plan had previously not been updated since 1996 and a 2013 Bicycle Friendly Communities feedback report suggest that updating the plan was a measure the village should take. She discussed the Local Technical Assistance (LTA) grant the village received for the plan update and the project timeline. She then described the village's existing conditions report, public outreach, bike network and key recommendations from the plan.

V. Other Business

Mr. Walczak described a recent ruling from the Illinois Supreme Court that found the City of Highland Park could be held liable for injuries sustained by a cyclist on the Skokie Valley Trail. He noted that staff would continue to follow the issue and report back to the committee on any developments. Mr. Mangum noted that the City of Evanston was seeking a new Transportation Coordinator. Trustee Buehler added that the Village of Northbrook had received funding in the latest call for CMAQ and TAP projects to improve the Skokie Valley Trail in conjunction with Cook County.

VI. Next Meeting

Chair Buehler announced that the next meeting was scheduled for January 16, 2018 at the NWMC offices.

VII. Adjournment

On a motion by Ms. Marrin, seconded by Mr. Bascomb, the committee adjourned at 11:25 a.m.



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 2, 2018

CIRCULAR LETTER 2018-01

TERMINATION OF INTERIM APPROVAL OF RECTANGULAR RAPID FLASHING BEACON

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS / DIRECTORS OF PUBLIC WORKS / MAYORS
METROPOLITAN PLANNING ORGANIZATIONS - DIRECTORS
TOWNSHIP HIGHWAY COMMISSIONERS
CONSULTING ENGINEERS

The FHWA has officially terminated the Interim Approval for Rectangular Rapid Flashing Beacons (RRFBs). The installation of any new or replacement RRFBs by any highway agency, including those agencies who received the FHWA's approval to use RRFBs under Interim Approval 11, is prohibited. However, any existing RRFB that was installed prior to December 21, 2017 that complies with the terms of Interim Approval 11 may remain in place until it reaches the end of its useful service life. Please refer to the attached FHWA Memorandum "MUTCD - Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11) - Termination."

RRFBs are pedestrian crossing warning devices which consist of user actuated rapidly flashing amber LEDs that supplement warning signs at un-signalized intersections or mid-block crosswalks. Their installation was allowed under an interim approval issued by FHWA in 2008. This approval was terminated on December 21, 2017 due to legal issues concerning patent protection and FHWA experimentation rules, not the performance of the device.

Where RRFBs are removed, alternative crosswalk treatments should be considered. To offer alternatives, FHWA issued the attached informational brief, "Treatments for Uncontrolled Marked Crosswalks."

Questions regarding this circular letter may be directed to the Local Policy and Technology Unit at (217) 785-5048 or DOT.LocalPolicy@illinois.gov.

Sincerely,

A handwritten signature in blue ink that reads "Maureen E. Kastl".

Maureen E. Kastl, P.E.
Engineer of Local Roads and Streets

TP/tw

CIRCULAR LETTER 2018-01

Page 2

January 2, 2018

cc: Dean Mentjes, FHWA - Illinois Division
David Marth, Illinois Association of County Engineers
Joe McCoy, Illinois Municipal League
Bryan Smith, Township Officials of Illinois
Charlie Montgomery, Township Highway Commissioners of Illinois



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** MUTCD – Interim
Approval for Optional Use of Rectangular
Rapid Flashing Beacons
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp 
Associate Administrator for Operations

In Reply Refer To:
HOP-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),¹ prohibits the use of patented devices under an IA,² or official experimentation³ with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).⁴

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.⁵ The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

¹ MUTCD 2009 Ed., Intro. ¶ 4 at I-1

² *Id.*; § 1A.10.

³ *Id.*

⁴ *See id.* at ¶ 02 at I-1.

⁵ *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services

The FHWA provides this information to practitioners about acceptable methods of enhancing pedestrian safety that can be implemented at uncontrolled marked crosswalks. The FHWA continues to be committed to helping practitioners reduce the number of pedestrian injuries and fatalities that occur at uncontrolled marked crosswalks each year.

There are numerous treatments that comply with the current edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD, see <https://mutcd.fhwa.dot.gov/>) that can be employed either individually or in varying combinations to enhance safety at uncontrolled marked crosswalks. These treatments range from various types of crosswalk markings to enhancing the edge of a standard Pedestrian Crossing warning sign with light-emitting diodes that can be activated by pedestrians. In addition to traffic control devices, roadway treatments, such as lighting or roadway narrowing, can enhance the safety of pedestrians using the crosswalk. The most appropriate treatment, or combination of treatments, will depend on the specific conditions of each site. Conducting a Road Safety Audit (see <https://safety.fhwa.dot.gov/rsa/>) is one way to identify potential treatments based on the roadway and user characteristics. Additional information to help in the selection of treatments for varying site conditions can be found in the following FHWA resources:

- Pedestrian & Bicycle Safety Web site (http://safety.fhwa.dot.gov/ped_bike/)
- PEDSAFE Web site (<http://www.pedbikesafe.org/PEDSAFE/>)
- Safe Transportation for Every Pedestrian (STEP), an Every Day Counts initiative (https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)

The following traffic control devices comply with the provisions of the [2009 Edition of the MUTCD](#) and can be implemented for a particular crossing if their use would be appropriate based on the specific conditions at the site, such as roadway geometrics and traffic volumes and speeds:

Pedestrian-activated Flashing LEDs in the Border of a Warning Sign – [Section 2A.07](#) describes the use of flashing white or yellow LEDs in the border of a pedestrian crossing warning sign. The flashing LEDs may be pedestrian activated to increase their effectiveness in making the crossing sign more conspicuous when a pedestrian desires to cross the roadway.



Enhanced Conspicuity of Pedestrian Crossing Signs – [Section 2A.15](#) describes numerous methods that may be used to improve the conspicuity of regulatory or warning signs that are associated with pedestrian crossings.

Yield Here to (or Stop Here for) Pedestrians signs – [Section 2B.11](#) describes pedestrian crossing signs that may be placed upstream from a crosswalk to inform drivers on multi-lane roadways that they are legally required to stop a specified distance in advance of the crosswalk if a pedestrian is crossing the roadway.



Overhead Pedestrian Crossing Signs – [Section 2B.12](#) describes pedestrian crossing signs that may be mounted over the roadway to make it easier for drivers to notice that a crosswalk is present, especially from a greater distance than they would for post-mounted signs, and to inform them of their legal obligation to stop if a pedestrian is waiting to cross or in the process of crossing the roadway.



In-street Pedestrian Crossing Signs – [Section 2B.12](#) describes pedestrian crossing signs that may be placed in the street to notify drivers that a crosswalk is present and to inform them of their legal obligation to stop if a pedestrian is waiting to cross or in the process of crossing the roadway.



High-visibility Crosswalk Markings – [Section 3B.18](#) describes the various types of crosswalk markings that may be used, including those that include diagonal or longitudinal lines to increase the visibility of the crosswalk to approaching drivers.

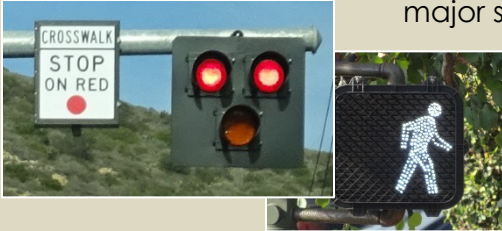


Additional information on crosswalk marking patterns is available in a recent study, *Crosswalk Marking Field Visibility Study* (Report No. FHWA-HRT-10-068).

Midblock Pedestrian Signals – Sections [4C.05](#) and [4C.06](#) describe warrant criteria that can be used in a signal needs study of a marked crosswalk location to determine if the installation of a midblock pedestrian signal is justified to assist pedestrians or schoolchildren in safely crossing the major street.



Pedestrian Hybrid Beacons – [Section 4F.01](#) describes warrant criteria that can be used to determine if the installation of a pedestrian hybrid beacon is justified to assist pedestrians in safely crossing the major street.



Pedestrian-activated Warning Beacons – [Section 4L.03](#) describes the use of a flashing yellow warning beacon to supplement a pedestrian crossing warning sign. The warning beacon may be pedestrian activated to increase its effectiveness in making the crossing sign more conspicuous when a pedestrian desires to cross the roadway.



In-roadway Warning Lights – [Section 4N.02](#) describes pedestrian-activated yellow lights that may be installed in the roadway surface at an uncontrolled marked crosswalk location to warn drivers that a pedestrian is waiting to cross or in the process of crossing the roadway.

