



WILDWOOD

MEMORANDUM

To: Board of Public Safety Members
 From: Rick C. Brown, Director of Public Works / City Engineer
 Date: September 6, 2023
 Re: Consideration of Future Rapid Flashing Beacon Installations at Crosswalks

Background

Over the last six years, the City has upgraded ten (10) crosswalks with the addition of Rapid Rectangular Flashing Beacons (RRFB's) for pedestrian safety. Rapid Rectangular Flashing Beacons are rectangular strobe lights which are installed on poles located at the crosswalk. These lights are generally solar powered and are activated by a pedestrian push button. See Table 1 below for the current RRFB locations. Please see **Exhibit A** for a typical installation on Manchester Road.

RRFB's have been installed under City capital improvement projects, where concerns were raised by residents, or at locations where the Department felt that traffic speeds, combined with high pedestrian crossing volumes, and high vehicular volumes, warranted their use. The cost to install RRFB's at an existing crosswalk is about \$20,000.

Roadway	Side Road
Bent Ridge Dr.	At Route 109
Shepard Road	At Route 109
Pond-Grover Parkway	At Route 109
Taylor Road	Near Plaza Drive
Manchester Road	Near Old Fairway Dr.
Manchester Road	Near Cherry Hills Meadows Dr.
Manchester Road	Near Schnucks
Strecker Road	At Englebrook Dr./Ct.
Strecker Road	At Timber Ridge Estates Dr.
Old State Road	Near Ridge Road (County Maintained)

As introduced at the Board's July meeting, to evaluate requests to install RRFB's in the future the Department has developed the following Policy on the Use of Rapid Rectangular Flashing Beacons at Existing Crosswalks (hereinafter "Policy") for your review and consideration. Assuming the Policy is approved and adopted, the installation of RRFB's at an existing crosswalk would be considered warranted if there is a direct crash history that can be addressed with the installation. Absent a crash history, RRFB's shall be evaluated for installation only at:

1. Mid-block locations where the installation will have a clear positive impact on pedestrian safety; and

2. Where there are no other practical means for a pedestrian to safely cross the road within 200 feet (such as a pedestrian bridge/tunnel, traffic signal, stop sign or other RRFB installation).

The Policy includes a procedure and methodology to evaluate a proposed crosswalk installation based on eight (8) criteria as follows:

- Traffic Speed
- Pedestrian Volume
- Traffic Volume
- Number of Lanes
- Type of Road
- Funding
- Adjacent Land Use
- Trail Connection

The proposed crosswalk installation is evaluated for each category and given a score of zero to three, with a higher score indicating a greater need. A score of 5 or greater would show the crosswalk is warranted for the installation of RRFB's.



Request

The Department is requesting the Board's review, comment, and approval of the following draft Policy.

I will be available at the September 7, 2023, Board of Public Safety meeting for any questions about this matter.

RCB



WILDWOOD

A POLICY ON THE USE OF RAPID RECTANGULAR FLASHING BEACONS (RRFB'S) AT EXISTING CROSSWALKS

(Adopted _____)

Purpose

To ensure that capital improvement funds are utilized where the greatest benefit is obtained, the Department of Public Works will evaluate requests for the installation of rapid rectangular flashing beacons (RRFB's) at existing crosswalks based on the following procedure and methodology.

Procedure

The installation of RRFB's at an existing crosswalk shall be considered warranted if there is a direct crash history that can be reduced with the installation. Absent a crash history, RRFB's shall be considered for installation only at:

3. Mid-block locations where the installation will have a clear positive impact on pedestrian safety and
4. Where there are no other practical means for a pedestrian to safely cross the road within 200 feet (such as a pedestrian bridge/tunnel, traffic signal, stop sign or other RRFB installation).

Crosswalks where rapid rectangular flashing beacons are proposed for installation will be evaluated based on eight criteria or categories as shown in Table 1. These criteria were developed to evaluate and contrast the benefits of a proposed installation. Each evaluation criteria will receive a score of 0, 1 or 3, with a score of 3 showing a greater need. Proposed crosswalks that receive a score of 5 or greater will generally be considered warranted for the installation of rapid rectangular flashing beacons.

Table 1			
Category	Evaluation Criteria	Evaluation Score	
Category 1	85th % Traffic Speed (mph)	Scoring	Actual Score
A.	If less than 30 mph	Zero Points	
B.	If 30 mph to 40 mph	1 Point	
C.	If greater than 40 mph	3 Points	
Category 2	Pedestrian Volume	Scoring	Actual Score
A.	If less than 12 per day	Zero Points	
B.	If 12 to 50 per day	1 Point	
C.	If greater than 50 per day	3 Points	
Category 3	Traffic Volume (Average Weekday Traffic (AWT))	Scoring	Actual Score
A.	If less than 2500 AWT	Zero Points	
B.	If 2500 to 5,000 AWT	1 Point	
C.	If greater than 5,000 AWT	3 Points	
Category 4	Number of Lanes	Scoring	Actual Score
A.	If crosswalk crosses two lanes	Zero Points	
B.	If crosswalk crosses more than two lanes	3 Points	
Category 5	Type of Road	Scoring	Actual Score

A.	If crosswalk is over a residential street	Zero Points	
B.	If crosswalk is over a collector street	1 Point	
C.	If crosswalk is over an arterial street	3 Points	
Category 6	Funding for Implementation	Scoring	Actual Score
A.	If cost is 100% City	Zero Points	
B.	If cost is to be shared with another entity	1 Point	
C.	If cost is to be solely paid for by another entity	3 Points	
Category 7	Adjacent Land Use	Scoring	Actual Score
A.	If crosswalk provides direct park or playground access	1 Point	
B.	If crosswalk provides direct school access	3 Points	
Category 8	Trail Crossing	Scoring	Actual Score
A.	If crosswalk provides direct access to trail	1 Point	
B.	If crosswalk is on existing trail system	3 Points	