

Do any members have experience with the implementation of a rapid rectangular flashing beacon or other warning system for a pedestrian crosswalk across a high speed (60 MPH) divided four lane roadway? These types of applications are not common or desired. However, these requests do come to our attention from time to time. I am interested in hearing about successful or unsuccessful implementations and/or attempts to implement. I look forward to your responses.

Thank you, Shawn Kuntz, NDDOT skuntz@nd.gov

State/Province Comments

Manitoba	No crosswalks above 45 MPH.
Kansas	Has statewide federal approval for installation. No RRFBs above 50 mph.
Alabama	Alabama has no RRFBs on state roadways.
Louisiana	Louisiana does not have RRFBs on state roadways.
Virginia	State guidance allows RRFBs up to 45 MPH.
Maryland	RRFBs or ped acutated devices not allowed above 40 MPH.
Maine	No RRFBs above 40 MPH.
Pennsylvania	No experiance with RRFBs on high speed roads.
Vermont	Most RRFBs are for school crosswalks.
Connecticut	No RRFBs above 35 MPH.
Minnesota	Currently researching mast arm mounted RRFB on 4-lane, divided, 55 MPH, rural cross section at Middle School.
Alaska	Marked crosswalks above 45 MPH not allowed. Has recently added guidance for RRFBs to their Traffic Manual.
Ohio	Have several RRFBs installed only on roadways 45 MPH or less. The lower the speed limit, the better the compliance.
Indiana	RRFBs only on two lane, low speed urban. Had one on multi-lane, low speed, but poor compliance got it removed.
Kentucky	One in low-speed, midblock, one way street. Very effective. Second at 45 MPH, multilane with median. Not as effective.
Wisconsin	No RRFBs above 45 MPH.
New Jersey	Had two RRFBs. Complaints and poor compliance led to removal and replacement with traffic signal and a HAWK.
Michigan	Michigan does not.
Massachusetts	Have not installed on roadway above 45 MPH.
Delaware	One at 50 MPH for exisiting crosswalk in combination with median refuge island. Currently conducting compliance study.
Nebraska	Local entities have several in urban areas. NDOT does not have RRFBs but have applied for interim FHWA approval.
Arkansas	Nothing on 60 MPH facility.
Texas	Policy only allows for 40 MPH or less.
Nevada	45 MPH is the highest speed allowed for ped crossings.
New York	None on state highway above 40 MPH. Most installations are on local highways and not state highways.
Florida	Many at 45 MPH or below. Four at 55 MPH primarily for beach access crossings.
South Dakota	Five RRFBs at 45 MPH or below.