

March 19, 2014 CMAP Bike-Ped Task Force  
Illinois Commerce Commission  
Pedestrian Guidelines and



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**Pedestrian Treatments  
Timeline**



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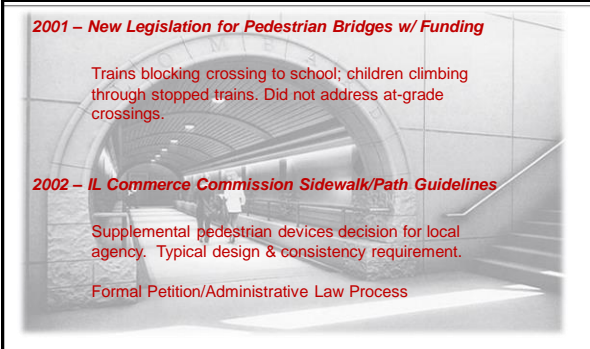
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**Pedestrian Treatments  
Main Events**



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## Pedestrian Treatments Main Events

### 2004/2005 – Concentration of Pedestrian-Train Collisions in Chicago Region

Passive Signs – as immediate safety measure  
at platform crossings

IL Commerce Commission Study  
Analysis of 39 Pedestrian/Train Collisions  
2000 – 2004 in Chicago Region

- Mixed Causes for Accidents
- No pattern relative to Active Devices
- Need for further study especially 2<sup>nd</sup> Train

2008 – California PUC Report,  
"Pedestrian-rail Crossings in California"




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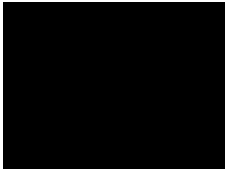
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## Pedestrian Treatments Main Events

### 2008-2010 – UP West Line 6.30 Hold Out Rule Removed

**6.30 Rule**  
If there is a station stop,  
2<sup>nd</sup> approaching train must  
Stop ("Hold Out") in advance  
of crossing or station.



Platform Diversions




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## Pedestrian Treatments Main Events

### 2010 – 2012 – 110 mph Sealed Corridor Design

Four Quadrant Gates, Pedestrian Gates & Fencing  
Pedestrian Concerns w/ Increased Warning Time, 80 seconds




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## Pedestrian Treatments Main Events

**Recommended High-Speed Rail Crossing Safety Systems**

Train  
Speed Reduced To 20 MPH or Less

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## Pedestrian Treatments Main Events

**110 mph Sealed Corridor Design**

Demo Project – Chicago, Hinge Challenge...

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## Pedestrian Treatments Main Events

✓ Demo Project – Hinge Selection




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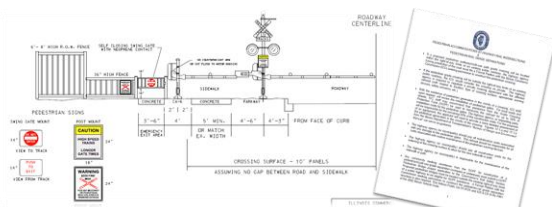
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## Pedestrian Treatments Main Events

2012 – ICC Revised Guidelines

Staff Review/Recommendation – Case by case  
50% Participation from ICC Grade Crossing Protection Fund



## Illinois Center for Transportation Study April 2013

Timeframe: 2011 to 2013  
Paul Metaxatos & P.S. Sriraj

### Five Components

1. Literature review (international)
2. Survey of state agencies and industry professionals
3. Identification of ten hot spots
4. Pedestrians Surveyed (analysis of stated behavior)
5. Pedestrian Video Surveillance (analysis of observed behavior)



## Illinois Center for Transportation Study April 2013

### SAMPLE OF FINDINGS

1. Literature review
  - a. The effectiveness of a sign or device in reducing risk is unknown.
  - b. No commonly accepted method to quantify the risk to pedestrians of being struck by a train.

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**Illinois Center for Transportation Study  
April 2013**

**SAMPLE OF FINDINGS**

**5. Video Data from 10 Locations**

- a. Larger groups of pedestrians are more likely to commit a violation against activated devices or signs.
- b. Pedestrian Gates have an even stronger effect on deterring actual (compared with stated) pedestrian behavior of crossing the tracks illegally.



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**Conclusion**

- ✓ Guidelines and ICC Position Updated
- ✓ Installation of Pedestrian Gates Case by Case
- ✓ Use of Grade Crossing Protection Funds
- ✓ Exit Areas and Right-of-Way Access Considerations
- ✓ Continued Bridge Projects
- ✓ Other Experimental Projects

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