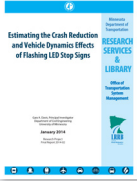





STUDIES SHOWING EFFECTIVENESS OF TAPCO BLINKER™ PRODUCTS AND SYSTEMS

	REPORT AND PERFORMING & SPONSORING ORGANIZATIONS	CONCLUSIONS
	<p>"Estimating the Crash Reduction and Vehicle Dynamics Effects of Flashing LED Stop Signs", January 2014</p> <p>Performed by Department of Civil Engineering University of Minnesota Sponsored by Minnesota Department of Transportation Research Services & Library</p>	<p>"The estimated reduction in angle crashes associated with installation of flashing LED stop signs was between about 0% and 71%, with a point estimate of about 41%, based on a treatment group of 15 intersections. The can be compared to the estimated reduction in angle crashes, following installation stop sign-mounted beacons, of 58.2% ± 32.6%, based on a treatment group of seven intersections. Although qualified by the relatively small sample sizes and wide confidence intervals, a reasonable interpretation is that flashing LED stop signs appear to have an effect similar to that of stop sign-mounted beacons."</p>
	<p>"BlinkerSign® Interim Report", February 2011</p> <p>Performed by Vermont Agency of Transportation Materials and Research Section. Sponsored by Federal Highway Administration Division Office, Montpelier, VT.</p>	<p>"The largest percentage of compliance was witnessed after the BlinkerSign System was in place with an overall 80% of traffic yielding to the staged pedestrian. The overall percentages are comprised of both directions and crossing scenarios... Following the installation of the BlinkerSign system, yielding compliance increased by 23% on average."</p>
	<p>"Efficacy of Rectangular-shaped Rapid-Flash LED Beacons"</p> <p>Performed by Dr. Ron Van Houten & Dr. J.E. Louis Malenfant. Sponsored by Center for Education and Research in Safety.</p>	<p>"The results indicated that the device increased yielding levels from single digit or low levels up to 20% to 30% to between 80 and 90% at most sites, and that yielding levels persisted for up to two years and did not decline over time."</p>
	<p>"Embedded LEDs in Signs" May 2009</p> <p>Performed by Texas Transportation Institute, The Texas A&M University System. Sponsored by Texas Department of Transportation Research and Technology Implementation Office.</p>	<p>"A 28.9 percent reduction in the number of vehicles not fully stopping. A 52.9 percent reduction in the number of vehicles moving through the intersection without significantly slowing."</p>
	<p>"Evaluation of the TAPCO Sequential Dynamic Curve Warning System" January 2014</p> <p>Performed by Center for Transportation Research and Education, Iowa State University. Sponsored by US Department of Transportation, Federal Highway Administration.</p>	<p>"BlinkerChevron™ DCWGS™ is effective at reducing overall speed and crashes, improving the curve navigation and safety of rural highway curves included in the study."</p>
	<p>"Evaluation of the Recognizability of Various STOP Paddles"</p> <p>Wisconsin Department of Transportation (WisDOT), District 2, Waukesha, Wisconsin</p>	<p>"The BlinkerStop Paddle was evaluated as superior to the Paddle/Panel and White-Light Paddle, which were better than the Paddle with no lights."</p>