

TRAFFIC SIGNAL COMMITTEE
Meeting Minutes
May 3, 2006

ATTENDEES

Jerry Kotzenmacher	MnDOT	Kristi Sebastian	Dakota Co.
Bryant Ficek	Bonestroo	Adrian Potter	SRF
Dallas Hildebrand	City of Mpl.	Leif Garnass	SRF
Don Sabania	City of Mpl.	Roger Plum	S.E.H
Joe Gustafson	Scott Co.	Suzanne Danen	Dakota Co.
George Stuempfig	SRF	Eric Dragar	Hennepin Co.
Sue Zarling	Mn/DOT	Jon Krieg	SRF
Katie Bruwelheide	RLK, Inc.		

LOCATION: SRF Consulting Group

Main Topic Red Light Running

Dallas Hildebrand with the City of Minneapolis gave a presentation on “Minneapolis Photo Cop – Advanced Traffic Law Enforcement Systems (ATLES)”.

History: Former Police Chief had initiated a program for ticking red light runners through video in Columbus, OH and wanted to implement this measure in Minneapolis. Lt. Reinhardt managed the program. Engineering was asked to identify locations with the highest crashes to select the ideal camera locations.

Intersection Selection Process: Engineering staff looked at right angle crashes at signalized intersections. They also conducted field reviewed to determine if any cause for red light running that could be addressed through engineering changes. They compiled a list of 26 locations, by direction for potential implementation of the red light running program.

Construction/Design Proposals for the System: The review and assessment of proposals for the system went on simultaneously with data collection. Six proposals were received by vendors with various experience. Each gave presentations to the selection committee. The city selected a vendor and leased the equipment, paying a monthly fee.

Implementing program at selected intersections: Locations were on state, county highways and city streets. Letters were sent to Mn/DOT and Hennepin regarding the project. The consultant did some red light turning data collection to confirm locations with the greatest issue. Police reviewed this data and selected 12 intersetions/16 cameras. The program photographs the rear of the vehicle; no pictures of the driver are taken. The system used loop detection placed at a precise distance from the stop line. The loop installation was the responsibility of the selected consultant. Signs were installed at each approach indication photo enforcement is taking place.

After Study: The city's engineering staff collected before and after data at locations with camera installation. The cameras were turned off 9 months after initial program start-up. Therefore, the before/after study comparison is limited. Overall, the results indicated a 30% drop in total accidents for monitored locations and a 36% drop in right angle collisions. The reduction in right angle collisions at instrumented approaches was 42% (36 collisions before and 21 after the RLR campaign was implemented).

ROUND ROBIN

Joe S. – Letters/articles have recently appeared in the savage paper regarding permissive phasing for left turns.

Jerry - Mn/DOT is still working to study the flashing yellow light operation for protected/permissive operation. Due to construction and AWFs at previously selected site, the location has moved to TH 110 in Mendota Heights (exact intersection yet to be determined). This requires new federal authorization.

Sue Z. – Mn/DOT metro will be installing count down timers with all new signal installations. This practice is not currently being planned statewide.

Roger P. – Discussed national news regarding person caught using devise to activate the EVP.

Jerry – Advance Synrho class and controller programming classes will take place in June.

George – Discussed and handed out a memo on the study of Ped Countdown Timers in San Francisco

NEXT MEETING

The June meeting is cancelled due to lack of agenda items – the main discussion item will be covered at the September Meeting.

September 6, 2006 Meeting :

Location: Edwards and Kelsey

Topics:

Interagency coordination with signal operation and maintenance

Emerging Technology - Solar/Battery Backup Powered Traffic Signals; Detector card options