



2015 Executive Committee

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**INTERSECTION TRAFFIC CONTROL  
COMMITTEE**

**Meeting Minutes**

**May 6th, 2015**

**ATTENDEES**

Name	Agency
Dean Chamberlain (Chair)	WSB
Mark Wagner (Co-Chair)	SEH
Matt Allwood	Traffic Control Corp.
Allen Eisinger	Traffic Control Corp.
Joe Gustafson	Washington County
Luke James	SRF
Sean Jenkins	City of Bloomington
Jerry Kotzenmacher	MnDOT
Nick Ollrich	SRF
Roger Plum	SEH
Brian Vitek (Presenter)	City of St. Paul
JoNette Kuhnau (Presenter)	Kimley-Horn

**MEETING LOCATION: City of Bloomington Public Works**

**I. Remaining meeting times/locations for 2015**

June-August: No meetings  
September 2, 2015 (*cancelled at a later date*) (8:00-10:00am):  
MnDOT Water's Edge, Room 403  
October 7, 2015 (8:00-10:00am): SRF – Plymouth  
November 4, 2015 (8:00-10:00am): HDR – Golden Valley  
December 2, 2015: **Time and location to be determined**

**II. Presentation – Green Line LRT Signal Retiming – JoNette Kuhnau (Kimley-Horn) and Brian Vitek (City of Saint Paul)**

The following is a summary of Matt's presentation.

1. Green Line Background
2. What is TSP?
3. Green Line Operations
4. New Approach – Predictive Priority
5. Predictive Priority Process
6. Predictive Priority – Before Conditions
7. Predictive Priority – After Conditions

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8. Predictive Priority – Results
9. Before Conditions – August 2014
10. After Conditions – December 2014
11. Predictive Priority Results
12. Lessons Learned
13. Acknowledgements
14. Questions
  - a. Jon K. – What detection was used for LRT?
    - i. Brian V. answered that a railroad-type loop was used
    - ii. JoNette K. added that the loops have been fairly reliable but it would have been nice to integrate them further with vehicle detection loops
    - iii. Brian and JoNette added that more loops could have been used in the downtown portions of the line.
  - b. Jerry K. – How has the public reacted?
    - i. Brian V. – not a lot of delay complaints, pedestrian behavior is relatively good.
  - c. Jerry K. – What is the longest cycle length?
    - i. 130 seconds at Snelling/University, 70-90 seconds in the downtown areas
  - d. Jon K. – Why the difference in the bar signal being on/off when the train isn't there?
    - i. JoNette K. – Due to a difference in software between Minneapolis & St Paul.
    - ii. Jon K. – Do drivers understand the bar signal?
    - iii. Matt Allwood – Observations indicate that drivers don't give it a second thought.
    - iv. Brian V. – No complaints regarding bar signal.
  - e. Joe G. – Any remaining safety and operations issues?
    - i. Brian V. – Continuing to address minor issues as they occur. Mostly related to pedestrian behavior and vehicles turning on red into trains.
    - ii. JoNette K. – Driver behavior still a challenge. Tough to determine if drivers intentionally violate or don't know what's going on.
  - f. Paul J. – The switch from TSP to Predictive Priority, what effects has this had on vehicular travel time?
    - i. JoNette K. – Travel times weren't monitored, but adjustments to offsets are being made to improve progression.
  - g. Joe G. – What are the train speeds?
    - i. JoNette K. – 35-45 mph
  - h. Jon K. – What is the plan for future timing changes?
    - i. Brian V. – Committed to adjustments for a few years, though traffic in St Paul is fairly static.



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- i. Jon K. – Has ridership been affected by the travel time improvements?
  - i. Brian V. – Ridership is above projections but not sure if there is a cause-effect relationship.

**III. Round Robin**

- 1. Brian V. asked if anyone knew more about the bicycle indications in Minneapolis. Jerry K. answered that MnDOT was not involved with the installation of those, but they do have interim FHWA approval.
- 2. No further comments from group. End of round robin.

**NEXT MEETING:**

**Date:** Wednesday, September 2nd, 2015 (8:00-10:00am)

**Location:** MnDOT Water’s Edge Building  
1500 W. County Road B2  
Roseville, MN 55113

**Topics:** *Meeting was later cancelled*

**Presenting:**

Minutes Submitted By: Mark Wagner