



2016 Executive Committee

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INTERSECTION TRAFFIC CONTROL COMMITTEE

Review of TCD Pooled Fund Research Papers

Meeting Minutes

February 3rd, 2016

ATTENDEES

Table with 2 columns: Name, Agency. Rows include Jake Bongard (Bolton & Menk), John Fahrendorf (MnDOT), Mike Martinez (HDR), Tyler Krage (Alliant Engineering), Mark Wagner (SEH), Yilun Xu (U of M - PTS).

MEETING LOCATION: MnDOT, Water's Edge Conference Room A

I. Intersection Conflict Warning System (ICWS) Signage

The report looked into how different phrasing and configuration affected motorists' understanding and behavior of signage intent backed up with statistical analysis. Motorists placed large importance on short concise messages and bold letters in signage.

Key Comments:

- Writers could have better clarified "affinity" as a metric.
-Metrics that were compared were unclear and subjective (e.g. signage deemed "unnecessary" may not be "distracting" and vice versa)
-Of all the tables and figures only a few final summary tables seemed valuable from the research (figures depicting signage importance in regards to safety and affinity)
-Writers could have delved into whether ICWS systems should fail-off or fail-on. Behavioral analysis of drivers' reactions may have been more useful than current analysis.

II. Lane Reduction Striping Study

The report looked into how different lane striping affected motorist behavior at lane reduction scenarios. Three base scenarios were evaluated (current method, dotted line partway to taper, and dotted line all the way to taper) and each scenario was paired with a solid white line to compare any differences in behavior with the line present. Six total scenarios were evaluated and simulated using a driving software. Participants were asked

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what they would do in each scenario. The data recommended adding a solid line to situations of lane reduction.

Key Comments:

- The committee agreed the findings don't seem to make much sense. The solid line may seem too counterintuitive to motorists, and could be took to mean a "do not cross" line, two-way left turn lane, or a right turn lane.
- Testing should be done in an actual driving environment to account for other factors while behind the wheel, not just from watching video.
- Unexpected results could occur from this implementation, such as an increase in merging at the last opportunity, which could lead to an increase in crash risk.
- Signage seems to play a larger role and this research seems to fix a nonexistent problem. Also snow fall and heavy plowing may deteriorate the pavement markings.

III. Round Robin

Mike- ITE membership numbers seemed to have dropped. Seems to be a misunderstanding with younger members or single memberships vs group memberships. All are encouraged to assure peers and colleagues are up to date on membership renewals.

Yilun- U of M Parking and Transportation Services (PTS) are evaluating ICWS system at Malcolm and U of M Transit way. Assistance may be requested.

NEXT MEETING:

- Date:** Wednesday, March 2nd (8:00-10:00am)
- Location:** MnDOT Water's Edge – Conference Room A
1300 County Road B2 West
Roseville, MN 55113
- Topics:** TBD

Minutes Submitted By: Tyler Krage