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NEWSLETTER OF THE NORTH CENTRAL SECTION
INSTITUTE OF TRANSPORTATION ENGINEERS
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INSIDE THIS EDITION

inciter
Cortney Falero
Newsletter Editor

Passive Pedestrian Protection—MnDOT Innovative Ideas

Dan Rowe, PE | MnDOT
Justin Sebens, PE | SRF Consulting

In each issue, the INCITER features an article coordinated by one of NCITE's technical committees. This article is a contribution from the **Intersection Traffic Control Committee**.

As part of the 2020 Minnesota Department of Transportation (MnDOT) Innovative Ideas program, SRF Consulting Group submitted a proposal to test a variety of commercially available passive detection systems. The intent of this study is to test and verify the accuracy of these passive detection systems, provide MnDOT a robust testing procedure for future testing, and to provide an evaluation matrix comparing each of the vendor systems that were tested.

Testing Device Installation

Problem Definition

Pedestrians have been accustomed to pushing a button to place a call over the past few decades. The issue comes when a pedestrian chooses not to push the button, or the push button is not working properly. Passive non-intrusive systems could limit when this occurs. These systems would operate in tandem with the push button systems to ensure a pedestrian call is placed each time a pedestrian is at the intersection. Passive non-intrusive pedestrian detection is a newer technology and has not been fully studied. This project tested a variety of systems to determine if these systems are viable to be used.

Methodology

The purpose of this project was to test the detection accuracy of each identified system. The project was broken down into five phases.

(Continued on page 9)

JOB OPENINGS

Visit the NCITE website for current job openings | nc-ite.org

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Traffic Operation and Maintenance Discussion Group	**Greg Boche,** City of Woodbury greg.boche@woodburymn.gov
Simulation and Capacity Analysis	**Kelsey Retherford**, Bolton & Menk Kelsey.Retherford@bolton-menk.com **Sharijad Hasan,** NDSU md.s.hasan@ndsu.edu

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Membership	**Jack Olsson,** Kimley Horn 651.393.6158 Jack.Olsson@kimley-horn.com
Technology	**Open Position**

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North Dakota State University	**Hizb Ullah Sajid**, President Ihizbullah.sajid@ndsu.edu
University of Minnesota— Duluth	**Julie Olson**, President dtso@d.umn.edu

GREAT LAKES ITE

Great Lakes ITE District Director	**Jeffrey Young**, HDR 651.604.4816 jeffrey.young@hdrinc.com
Great Lakes ITE District NCITE Officer	**Nick Erpelding**, Hennepin County nicholas.erpelding@hennepin.us

PRESIDENT'S MESSAGE

Jeremy Melquist
2023 NCITE President

Greetings!

So far, NCITE has hosted four section meetings with a variety of topics, including: Hennepin Avenue Downtown Reconstruction Project, Hennepin County ADA Transition Plan, MnDOT Traffic Safety Evaluation Updates and most recently, the City of Minot's 4 to 3 lane conversions and signal timing updates. A special thank you to our presenters!

Several exciting events are planned for the next few months. We are currently planning the June Section Meeting and the July/August Summer Social. The June Section Meeting will feature the recently completed Highway 36 and Manning Avenue Interchange. The Summer Social will be a joint meeting with 1-2 other professional organizations, more details to come! NCITE's committees also meet regularly throughout the year. Visit the NCITE webpage www.nc-ite.org, LinkedIn, and Twitter for current information on upcoming Section-wide and committee events.

NCITE featured in Minnesota Transportation Annual Magazine
NCITE was recently featured in the 2023 Minnesota Transportation Annual, which contains up-to-date information on interesting infrastructure projects throughout the state of Minnesota. Page 16 includes a Q&A section about NCITE.

Registration is open for ITE Great Lakes District Annual Meeting (Grand Rapids, MI) from June 11th to 13th. The meeting will be held at the Amway Grand Plaza Hotel in the heart of Grand Rapids' vibrant downtown. An exciting program including technical sessions, local tours, and social events. https://greatlakesite.org/annual-meeting-2023/

Registration is also open for the ITE International Annual meeting (Portland, OR) from August 13th to 16th. This meeting will take place in the Oregon Convention Center (OCC) and its headquarters hotel, the brand-new Hyatt Regency hotel, just across the river from downtown Portland. Early Bird Registration closes on June 23rd. https://www.iteannualmeeting.org/.

Call for Abstracts – NCITE Transportation Symposium Oct 26th
NCITE's Transportation Symposium, co-sponsored by the University of MN Center for Transportation Studies (CTS) will be held on October 26th at the McNamara Alumni Center on the University of Minnesota - Twin Cities campus. NCITE is seeking speakers to share their experiences on recent transportation related projects and/or research. If interested in presenting, please provide your proposed abstract information here (deadline to submit an abstract is June 2nd).

Get involved! If you would like to present at a future section/committee meeting or have presentation ideas, summer social ideas, annual meeting ideas, or STEM/student outreach ideas please reach out to us. We also have one open committee position (Co-chair - Intersection Traffic Control Committee). If anyone is interested, please reach out to myself or our Vice President, Phil Kulis.

Thank you to our membership and to our various leaders who make NCITE a great organization to be a part of. I look forward to seeing you at our upcoming events!

Jeremy Melquist, *2023 NCITE President*

UPCOMING EVENTS

ite Calendar

ITE Calendar for District, Section, & Chapter Meetings
Stay Connected with NCITE & ITE Events
Online & In Person | Dates Vary

ncite

NCITE Calendar
Online & In Person | Dates Vary

GREAT LAKES DISTRICT ite

GLITE Annual Meeting
Grand Rapids, MI | June 11-12, 2023

Attend an Upcoming NCITE Technical Committee Meeting!
Check out upcoming topics here.
For more information on the committees and how you can get involved:
https://nc-ite.org/Committee_Listing

For professional development opportunities:
http://nc-ite.org/content.php?page=Professional_Development_Meetings

SECTION MEETING UPDATES

The February Section Meeting was held on February 24th, 2023 at Jax Café in Minneapolis, MN.

KC Atkins and **Derek Sunstrom**, transportation planning staff with **Hennepin County**, presented on the **Hennepin County ADA Transition Plan** which the County is in the process of updating.
Highlights included:

- The history of Americans with Disabilities Act (ADA) and why it is important.
- Overview of what will be included in the County's ADA transition plan.
- How the County is applying ADA in transportation.
- ADA best practices and lessons learned.
- A demo of the County's online ADA mapping system.

Watch the Presentation here.

SECTION MEETING UPDATES

The March Section Meeting was held on March 29th, 2023 at MnDOT's Water's Edge in Roseville, MN.

Max Moreland and **Mark Wagner**, traffic safety staff with **MnDOT**, presented on recent **MnDOT Traffic Safety Evaluations**.
Highlights included:

- An overview of three evaluations that have recently been completed – Flashing Yellow Arrows, J-turns, and High Tension Cable Median Barrier.
- Other evaluations that are currently in progress – Bypass Lanes, Urban Sections, Sinusoidal Rumbles, 55 to 60 Speed Limit, Retroreflective Signal Backplates, Lane Constrictions, and a J-turn Evaluation Update.
- Overview of five evaluations that have recently been completed – Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), Ped/Bike Safety at Roundabouts, School Zone Speed Limits, and Speed Safety Cameras.

Watch the Presentation here.

SECTION MEETING UPDATES

The April Section Meeting was held on April 25th, 2023 as a virtual Teams meeting.

Stephen Joersz, a traffic engineer with the **City of Minot Engineering Department**, presented on the **4th Avenue NW road diet project and on-going signal timing updates in Minot, ND**.
Highlights included:

- Overview of the 4th Avenue NW project included the road-diet traffic study, and topics such as understanding the audience, historical traffic volumes (dating back to the 1960's), relation of traffic volumes and access spacing, drone videos, and social media usage.
- Overview of the signal timing updates included how the City of Minot is using their recently acquired cloud-based Advanced Traffic Management System (ATMS) to do the heavy lifting on developing new and more signal timing plans so that the City's traffic signal network can be more responsive to traffic variation throughout the day.

Watch the Presentation here.

We continue to iterate the way we hold section meetings, and are always happy to try out something new. If you have any ideas that may make these meetings work better or enhance the value for the section, we'd love to hear your ideas! Please reach out to a member of the board to share your thoughts.

YMC UPDATE

The Young Member Committee held an Earth Day Cleanup Event with the Complete Streets and Safety Committee on April 19th, 2023. We picked up litter in Gold Medal Park and along West River Parkway. Afterwards, we had a happy hour at Day Block Brewing.

The YMC gave a panel presentations for the **U of M's ITSO** and **UMD's DTSO** and had a booth at **MN Urban Studies Student Association's** networking event at the U of M.

If you would like to be added to the YMC email list, or know of any new hires/coworkers that would enjoy our events, please send email addresses to **Michael Odell (modell@alliant-inc.com)**

Phase 1 Summary

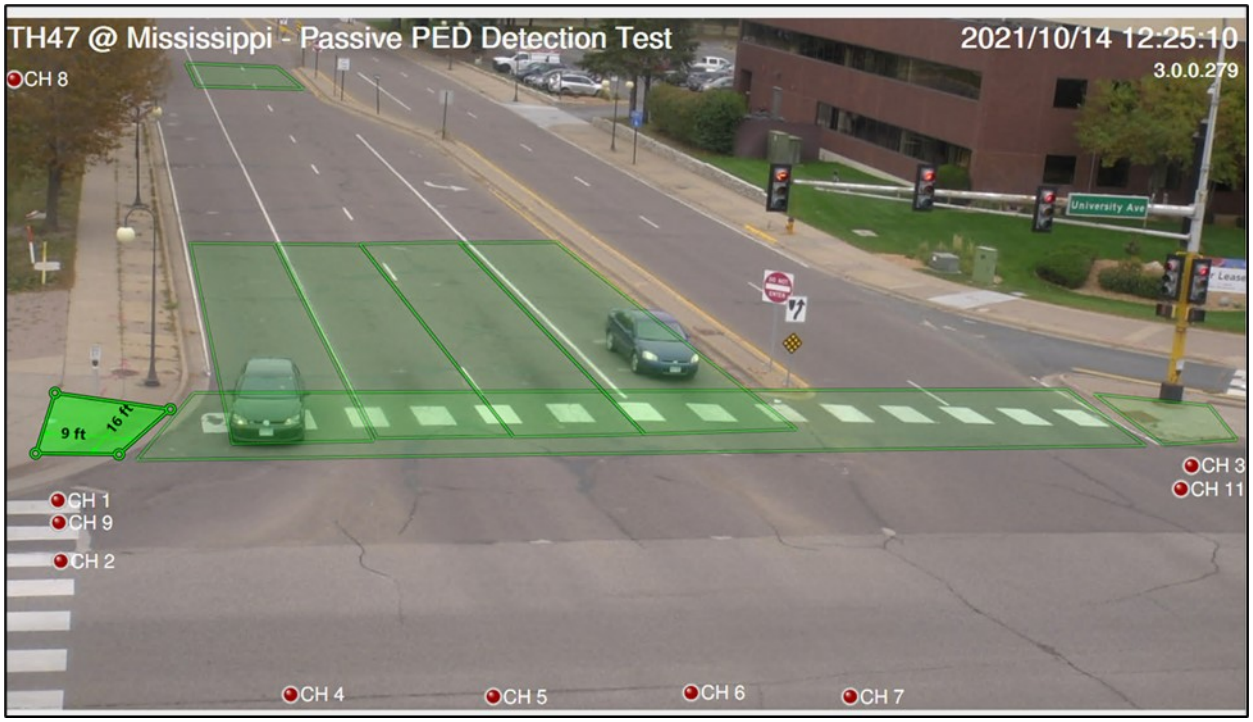
Phase 1 of the project identified the study intersections, determined the pass/fail grading scheme, and solicited participation from a list of vendors. After the study intersections were identified, the project identified the Pass/Fail grading scheme to be used in Phase 2. The final part of Phase 1 included soliciting vendors to participate in the study. Overall, the team reached out to nine (9) vendors with a total of seven (7) responding and agreeing to participate. The vendors selected include:

- Flir
- Miovision
- Iteris
- Econolite Autoscope Vision
- Econolite Evo Radar
- Currux Vision
- Gridsmart

Phase 2 Summary

Phase 2 of the project focused on deploying the selected systems at one of the identified intersections and ground truthing each system as described in Phase 1. Of the seven (7) vendors that agreed to participate, five (5) were studied as part of Phase 2.

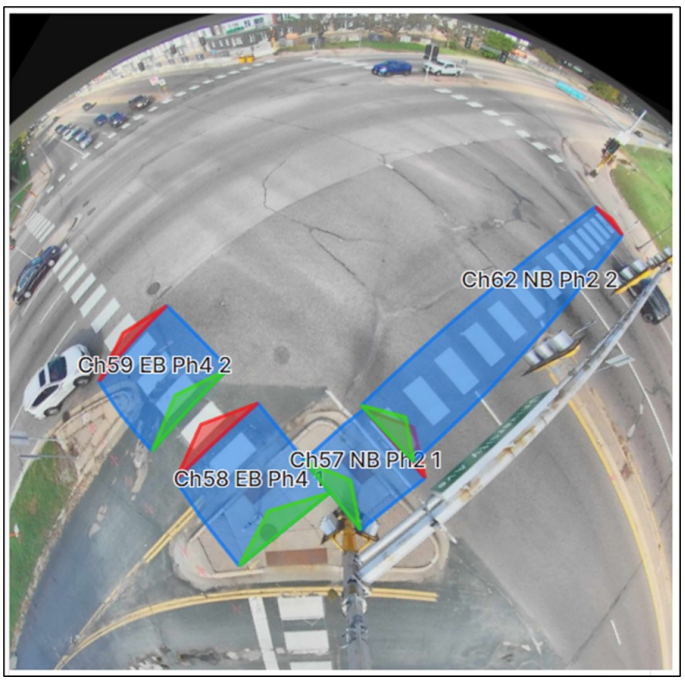
Each of the five (5) systems were setup and optimized prior to testing. The images below show the set up for the Miovision and Autoscope Vision systems.



Autoscope Vision Detector Setup

The remaining vendors went through a ground truthing process as part of Phase 2 which included verifying when a pedestrian was or was not at the intersection and if the system detected the pedestrian. The ground truthing process of Phase 2 focused on four types of calls. Each type of call was summarized for each system and was used to determine the detection accuracy of the system. In addition to analyzing if a system accurately detected a pedestrian, each system was tested to understand if it correctly determined which direction a pedestrian intended to cross. This was called the Crossing Direction Accuracy[1]. **Table 1.1** summarizes the detection accuracy, crossing direction accuracy, as well as the total accuracy of each system.

[1]Dependent on the pedestrian waiting area size.



Miovision Detection Setup

Table 1.1 Phase 2 Accuracy Summary

System	Detection Accuracy	Crossing Direction Accuracy	Total Accuracy
Flir	23%	67%	16%
Iteris	58%	61%	35%
Autoscope Vision	83%	94%	78%
Miovision	57%	82%	47%
Gridsmart	61%	N/A	N/A[2]

[2]N/A – Not calculated due to no Crossing Direction Accuracy calculation.

Phase 3 Summary

Phase 3 of the project was broken down into two separate steps; the first step was to determine the push button compliance rate at each intersection and compare it to the accuracy of each system and the second step is to re-evaluate each system after modifications were made to each system based on the Phase 2 analysis.

This first step of Phase 3 determined the push button compliance at each intersection during testing. This value was used to understand how well each system compared to the push button compliance understanding that MnDOT wanted a system to be as good or better than the compliance rate.

Table 1.2 summarizes the push button compliance at each intersection and how well each system compared.

(Continued on page 11)

Table 1.2 Push Button Compliance Summary

Intersection	Analysis Month	Analysis System	System Detection Summary	Number of Ped Events	Compliance Rate	System Detection Greater than Compliance rate?
TH 47 at 85th Ave	June	Flir	23%	52	77%	No
	April	Iteris	58%	56	82%	No
TH 47 at Mississippi St NE	October	Autoscope Vision	83%	53	55%	Yes
	December	Miovision	57%	50	78%	No
TH 51 at Roselawn Ave W	July	Gridsmart	61%	177	76%	No

Based on the values in **Table 1.2** it was determined that each system should be allowed to make updates to their setup and each system should be re-evaluated. **Table 1.3** summarizes the detection accuracy after adjustments to each system were completed. For each value, the Phase 3 re-evaluation value is first followed by the Phase 2 value in parentheses.

Table 1.3 Phase 2 & 3 Accuracy Summary

System	Detection Accuracy	Crossing Direction Accuracy	Total Accuracy
Flir	21% (23%)	89% (67%)	19% (16%)
Iteris	72% (58%)	78% (61%)	56% (35%)
Autoscope Vision	69% (83%)	89% (94%)	62% (78%)
Miovision	18% (57%)	43% (82%)	8% (47%)
Gridsmart	32% (61%)	N/A	N/A

Phase 4 Summary

Phase 4 of the project was originally designed to summarize the findings of the original Phase 3 (Live Traffic Operation); however, with the change to Phase 3 the project team combined Phase 4 into Phase 3 as part of the re-evaluation.

(Continued on page 12)

Passive Pedestrian Detection—MnDOT Innovative Ideas (continued from page 11)

Phase 5 Summary— System Testing Procedure

Phase 5 of this project documented and summarized the testing procedure used for this analysis. To simplify the testing procedure the project team has summarized the steps in a numbered list. This procedure should be used as a guide, as each installation is unique, when testing new or additional systems. Utilizing this process on future tests will allow MnDOT to compare existing and new systems to determine the accuracy of the system.

Next Steps

Overall, the systems that were tested as part of this project performed worse than the observed pedestrian push button compliance that was observed during the same observation period. In addition, none of the systems met the performance pass/fail thresholds identified at the outset of the project. The pass/fail thresholds were developed as a starting point for the analysis and were based on the average push button failure rates. Based on this analysis, the thresholds for use under live traffic should be revisited as the detection accuracy at the time of this study was not achievable. Detecting a pedestrian is more challenging than detecting a vehicle due to the size of the pedestrian in the field of view and the unpredictable nature/movement of pedestrians compared to vehicles. Due to this, MnDOT decided not to operate any of the systems under live traffic.

Since the start of this study, many of these systems have introduced significant upgrades to their equipment and processing hardware. The project team discussed and agreed that this test/project was on the leading edge of this technology and should continue to be studied. It is recommended that MnDOT continue this work through a follow-up project to compare the newer systems to the ones used with this project. In addition, MnDOT should expand the test to include the crosswalks to assist in identifying intersections with low push button compliance rates and aid in safety improvement identification. The testing procedure developed as part of this project provides a uniform test environment.

Robert Street Reconstruction Project

Tim Klockziem, PE | Kimley–Horn
Jack Olsson, PE | Kimley–Horn

In each issue, the INCITER features articles coordinated by NCITE's advertisers.
This article is a contribution from **Kimley-Horn.**

The City of Saint Paul plans to reconstruct eight blocks of Robert Street in downtown Saint Paul, from I-94 to Kellogg Boulevard. The reconstruction is needed to repair and replace sidewalks, pavement, and utilities and corridor improvements will include all new sidewalks, pavement, lane markings, traffic signals, signage, underground utilities, and stormwater system. This project presents a once-in-a-generations opportunity to achieve the City's vision of what a modern downtown corridor can be: safe, livable, inviting, active, a center for regional economic activity – and equitable for all. The following project goals will guide this reconstructions project:

- Create a vibrant and welcoming place for everyone
- Improve mobility for all modes of travel
- Enhance street-level commerce
- Facilitate a community engagement process that addresses the needs of all stakeholders
- Support efficient and reliable transit service through downtown
- Create an accessible and safe environment for people who walk and roll
- Improve and replace aging roads, sidewalks, and utilities

Robert Street is a historical commercial corridor that hasn't been reconstructed in more than 100 years. The existing Robert Street public right of way is 75 feet with a center turn lane, one driving lane in each direction, and one off-peak parking/drive lane in each direction.

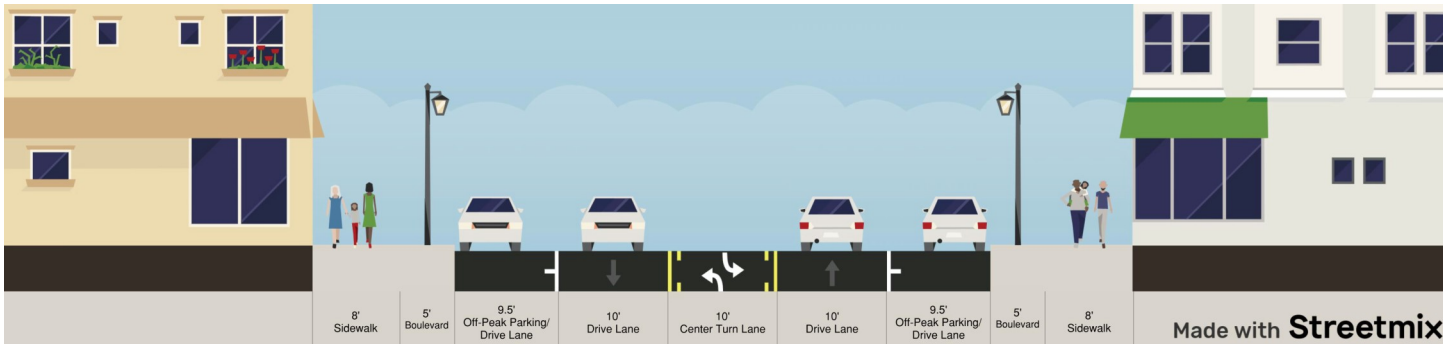


Figure 1: Robert Street Existing Roadway Cross Section– Click image to enlarge

Vehicle traffic on Robert Street, and in downtown Saint Paul, has been steadily declining over the past 20 years. In 2005, the Annual Average Daily Traffic was about 14,700 vehicles per day. In 2015, it was about 13,000 vehicles per day, and in 2022 it was 12,000 vehicles per day. The reconstruction of Robert Street provides an opportunity to right-size the roadway to meet the needs of current and projected traffic, while improving mobility for other modes of travel. It also allows for the incorporation of enhanced bus stops and facilities for local buses as well as two planned bus rapid transit routes: Purple Line and G Line.

Kimley-Horn was selected to lead a team of consultants through public engagement, conceptual design, utility engineering, environmental documentation, and preliminary and final design. Kimley-Horn and Alliant Engineering partnered to evaluate the traffic performance of multiple lane configurations on Robert Street, and the evaluation used VISSIM to investigate the impacts of lane configuration concepts on vehicle and transit travel times.

(Continued on page 14)

Robert Street Reconstruction Project (continued from page 13)

The traffic models produced for the corridor included the Cedar Street, Minnesota Street, Robert Street and Jackson Street corridors. VISSIM models also incorporated existing and future bus service, Green Line light rail service, bicyclists, and pedestrians.

The consultant team developed and refined three potential designs for Robert Street. Design Option A has two vehicle lanes and two bus lanes (**Figure 2**), Design Option B has two vehicle lanes with a center turn lane (**Figure 3**), and Design Option C has two vehicle lanes with a center turn lane and one bus lane (**Figure 4**). Using VISSIM, the mobility performance of each design option was analyzed and quantified.

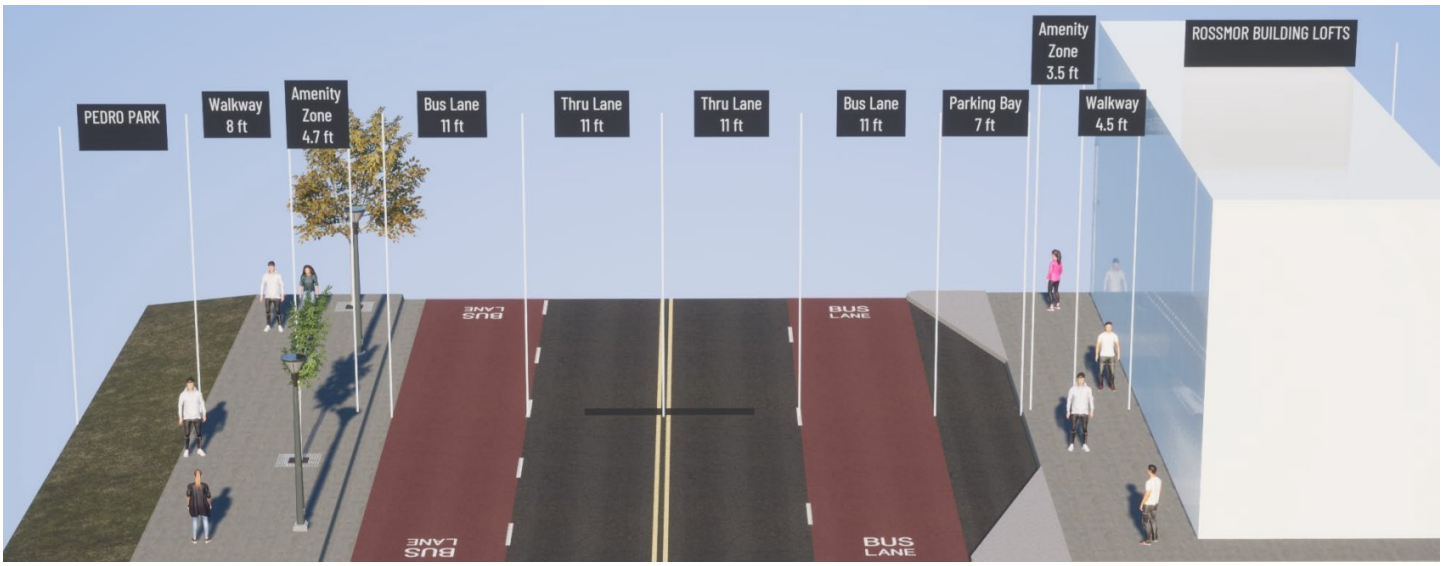


Figure2: Robert St Potential Design Option A (9th St to 10th St) - Click image to enlarge

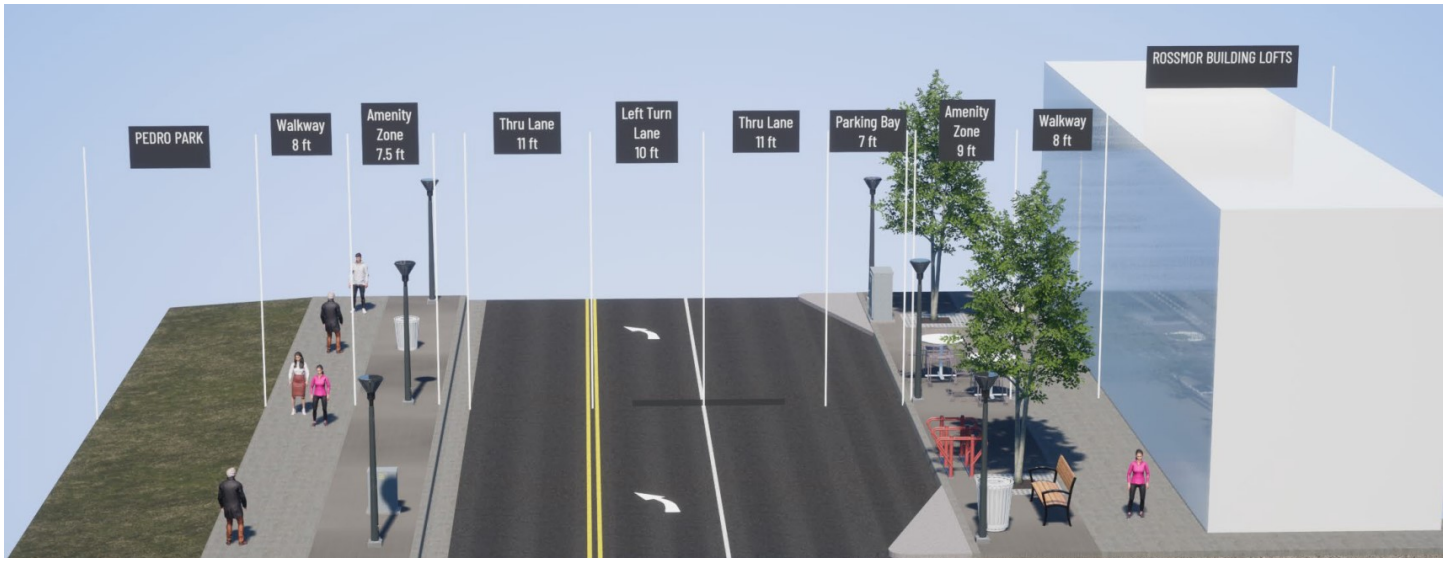


Figure 3: Robert St Potential Design Option B (9th St to 10th St) - Click image to enlarge

(Continued on page 15)

Robert Street Reconstruction Project *(continued from page 14)*

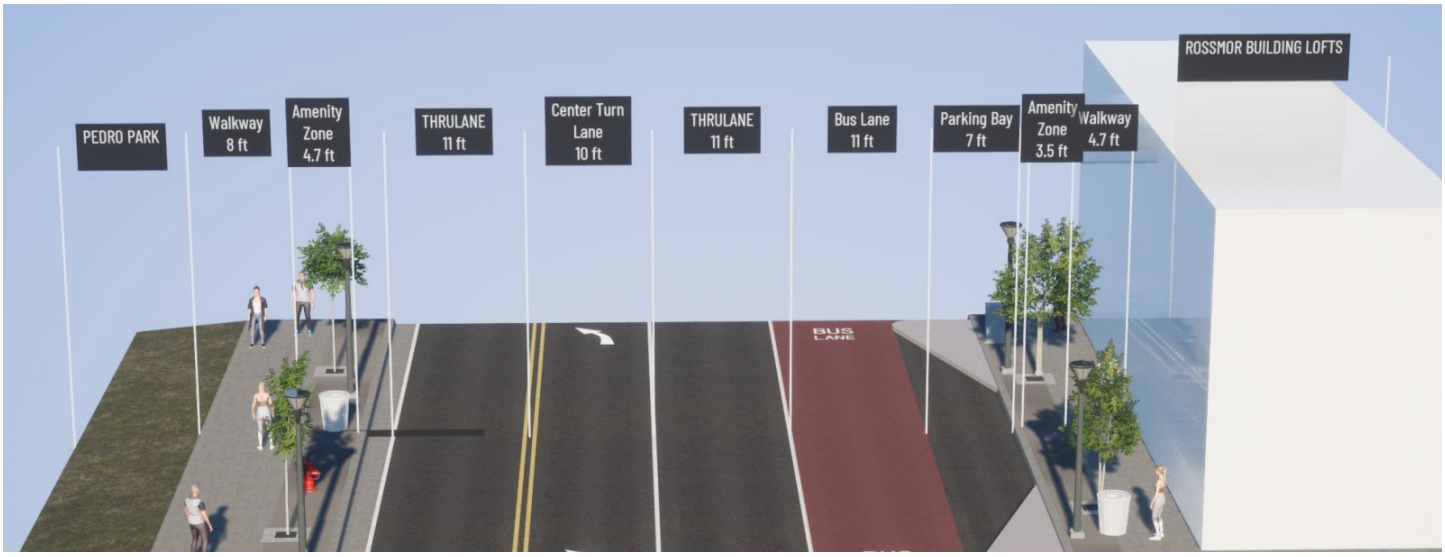


Figure 4: Robert St Potential Design Option C (9th St to 10th St) - Click image to enlarge

The consultant team and the City of Saint Paul presented the results of the traffic analysis as a part of public Open Houses held in March 2023. Traffic analysis was only one piece of the evaluation, and several design items are still in discussion. **Figure 5** presents a comparison between the design options and the current design.

Design	Vehicle travel time	Transit travel time	Parking & loading	Pedestrian walkway & amenity space (sidewalk, trees, etc.)
Current Design	3.5 min northbound (NB) 4.5 min southbound (SB)	5.5–6 min northbound (NB) 6.5–7 min southbound (SB)	93 spaces	~13 feet wide
Design A 2 vehicle lanes + 2 bus lanes	Slightly longer NB Slightly shorter SB than C*	Shorter travel time	~30 fewer	Less Space
Design B 2 vehicle lanes with center turn lane	Slightly longer	Slightly longer NB Similar SB	~20 fewer	More Space
Design C 2 vehicle lanes with center turn lane + 1 bus lane	Slightly shorter NB than A, B* Slightly longer SB	Similar NB Slightly longer SB	~30 fewer	Less Space

***Comparisons are to the current design, except where noted.**

Figure 5: Comparison of Design Options to Existing Robert St Design - Click image to enlarge

The consultant team and the City of Saint Paul are currently reviewing feedback received through survey, interactive map, open house, and other conversations. With input from the public and other agency stakeholders, a recommended concept design will be presented in June 2023 with construction planned in 2025 and 2026.

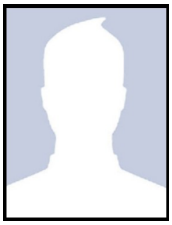
TECHNICAL COMMITTEE UPDATE

Geometric Design Technical Committee
Co-Chairs: **KC Atkins** KC.Atkins@hennepin.us, **Amanda Vetter** amanda.vetter@apexenggroup.com
Recent Agenda Items: The NCITE Geometric Design Committee is excited to start meetings in June.
Future Agenda Items: 1st Avenue S reconstruction project, presentation by Toole Design
Next Meeting: Time TBD, Location Virtual, Thursday June 1st

Intersection Traffic Control Technical Committee
Co-Chairs: **Catlin Wotruba** wotruba@kljeng.com
Recent Agenda Items: Discussion on Pedestrian Treatments (Leading Pedestrian Intervals, Right Turn Signal Phasing, and Removing Right Turn Channelization)
Future Agenda Items: Review and discussion on the Agency Signal Timing Parameter Spreadsheet
Next Meeting: TBD in early June

Emerging Technologies in Transportation Technical Committee
Co-Chairs: **Jake Eisinger** jake.eisinger@co.washington.mn.us, **Christian Mayala** christian.mayala@bolton-menk.com
Recent Agenda Items: CAV Shuttle – Bear Tracks
Future Agenda Items: VSI – CAV in a box. Pavement Markings for Lane Keep Assist.
Next Meeting: TBD

Complete Streets and Safety Committee
Co-Chairs: **Sarah Irmen** Sarah.Irmen@hdrinc.com **Luis Flores** luis.flores@co.ramsey.mn.us
Recent Agenda Items: Complete Streets, Safe Systems, and MnDOT's new CS policy, Earth Day clean up.
Future Agenda Items: Potential topics include BRT, pedestrian toolkits, innovative project solutions, statewide pedestrian crash study, ped facility LOS, and more.
Next Meeting: 4 PM, Location Theo Wirth/Broadway Walkthrough with bike ride; Tuesday June 6th

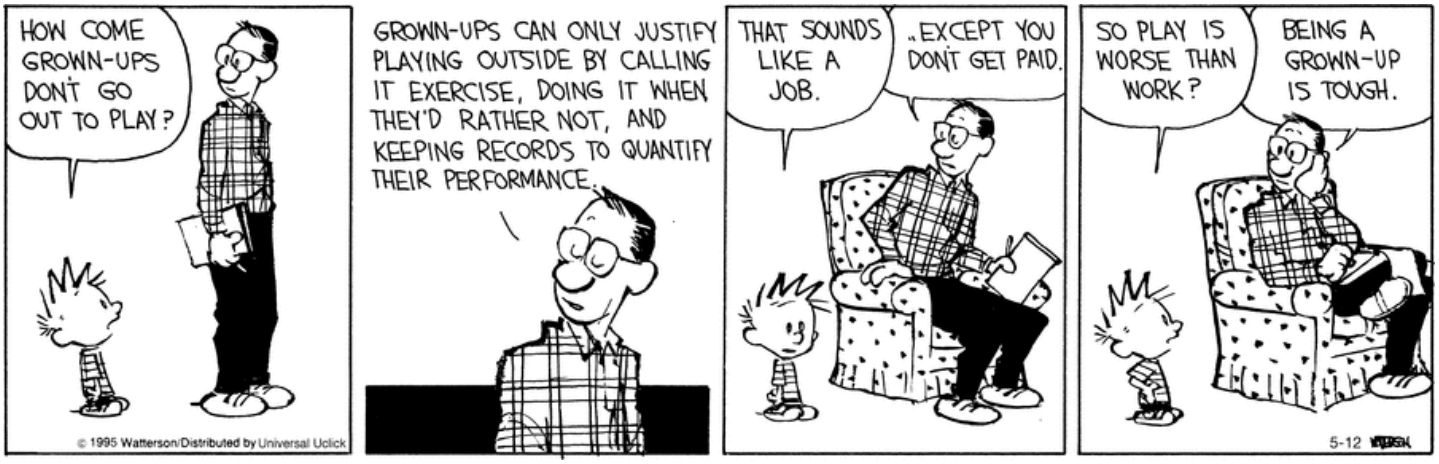


Planning Methods and Applications Technical Committee
Co-Chairs: **Rachel Wiken** Rachel.Wiken@metc.state.mn.us, **Erik Kappelman** EKappelman@srfconsulting.com
Recent Agendas Items: Updated regional network, MnDOT model output check for reasonableness and post processing adjustments.
Future Agendas Items: Updates to the regional Activity Based Model (ABM) and 2050 socio economic data.
Next Meeting: 12:00 PM – 1:00 PM, Location Virtual, Wednesday May 31st

Traffic Operation and Maintenance Discussion Group
Committee Chair: **Greg Boche** greg.boche@woodburymn.gov
Recent Agenda Items: Signage and marking product presentations. Signage and marking product demonstrations in the Innovation Theater.
Future Agenda Items: Roundtable
Next Meeting: 11:30 AM – 1:30 PM, Location TBD, Wednesday June 7th

Simulation and Capacity Analysis Technical Committee
Co-Chairs:**Kelsey Retherford** Kelsey.Retherford@bolton-menk.com **Sharijad Hasan**, md.s.hasan@ndsu.edu
Recent Agenda Items: Jacob Weiss, from HDR, presented the models developed as a part of the Fargo Moorhead Metro COG Interstate Operations Study.
Future Agenda Items: Joe DeVore, from KLJ, will be presenting on the Lyndale Avenue pilot 4 to 3 lane conversion project .
Next Meeting: 3 – 4PM, Location TBD, Wednesday June 21st

ITE LOL



Source: Calvin & Hobbs—Bill Watterson

MEMBERSHIP UPDATE

New Members

Todd Brockmann - Federal Highway Administration

James Weatherly - Hennepin County

Christopher M. Cochran - MnDOT

Dan Rodolfa - Kimley-Horn

Amanda Ramin - HDR

Emma Myers-Verhage - KLJ

Rachel Wiken - Metropolitan Council

Greta E. Kurtz - SRF

Saumya Jain - University of Minnesota Twin Cities

Michael Armstrong - University of Minnesota

Julie Ann Olson - University of Minnesota Duluth

Moves

Ellie Lee - Smart City Association, formerly UMN

Ashley Sherry - SRF, formerly UMN

Daniel J. McCormick - Hennepin County, formerly WSP

Whitney Schroeder - Carver County Public Works, formerly HDR

If you or a friend has changed jobs or moved, we would like to stay in touch. Members, please update your information by visiting https://nc-ite.org/Updating_your_Information. To access this area, you will need to know your membership number. Your "username" is your membership number, and your "password" is the first 6 letters of your last name (e.g. Johnson=Johnso). Non-members please contact Jack Olsson via phone (651.393.6158) or email (Jack.Olsson@kimley-horn.com) for assistance. Please provide you name, title, employer, complete street address (including mailstop, if applicable), telephone number, fax number, and email address.

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