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## Intersection Traffic Control Committee Year in Review

*Nick Erpelding, PE, PTOE, IMSA II | SRF Consulting Group*

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**.

NCITE's Intersection Traffic Control committee is on a roll! We've had 10 meetings so far in 2024, and we look forward to monthly meetings continuing as we roll into 2025. This article recaps the highlights of this year's meetings. If the general topic of intersection traffic control, or any of the specific detailed topics below are of interest to you, consider participating in our committee.

A portion of our upcoming December meeting, as well as some or all of our January, 2025 meeting will be dedicated to selecting topics for the 2025 calendar. If you have a particular topic in mind, feel free to suggest it to our committee chairs, and/or plan to attend an upcoming meeting. We look forward to seeing you!

### 2024 Meeting Recaps:

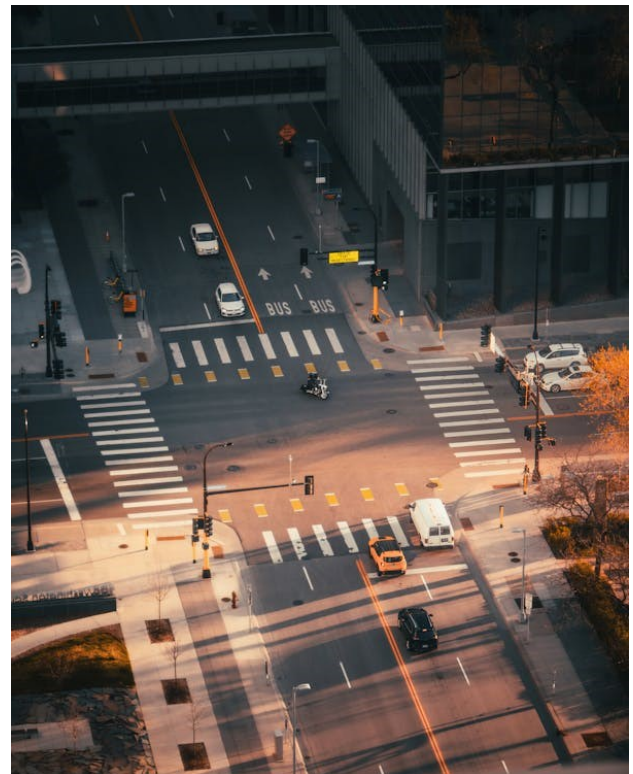
#### January

The group selected a co-chair for the year and worked to identify and solidify the schedule of upcoming meeting topics and presenters.

#### February

The general topic for the meeting was Flashing Yellow Arrow traffic signal operation.

Kou Soua Yang from MnDOT Metro led off with an update on MnDOT's new FYA decision spreadsheet. This macro-enabled tool helps MnDOT and their consultants make and track FYA phase mode decisions. TMC and geometric data are entered as inputs.



*Intersection in Minneapolis, MN source: Pexels.com*

*(Continued on page 11)*

## EXECUTIVE COMMITTEE

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<b>University of Minnesota— Duluth</b>	<b>Julie Olson</b> , President <a href="mailto:umd.dtso@gmail.com">umd.dtso@gmail.com</a>

## GREAT LAKES ITE

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## PRESIDENT'S MESSAGE

Hello everyone!

I hope everyone had a great end to summer and are enjoying fall while preparing for winter. There has been a lot of exciting advancements in transportation, both locally and nationally, which NCITE is excited to be part of.

Since the last newsletter, NCITE has held several events:

- **Golf Outing (August 1):** NCITE hosted its first golf outing, which was a 9-hole tournament to fundraise for our student scholarships. We thank everyone for coming out and making our first golf tournament a success. We anticipate making this an annual event, so look for communication next year for the second year.
- **August Section Meeting (August 20):** The August Section meeting was at Modist Brewing where Cyndi Harper and Julie Martinez with Metro Transit presentation on Network Now – Metro Transit’s plan for bus and rail changes through 2027.
- **September Section Meeting (September 26):** The September Section meeting was at the University of Minnesota where Sandy Cullen and Matt Filippelli presented on the University’s traffic control plan for events at Huntington Bank Stadium.
- **October Section Meeting (October 22):** The October Section meeting highlighted North Dakota within the section and was a partnership event with the North Dakota/NDSU Traffic Roundtable. There were four separate presentations as part of the meeting.



**Phil Kulis**  
2024 NCITE President

On **November 22nd, the NCITE Annual Meeting** will be held at the Four Seasons Curling Club in Blaine. There will be a dinner and presentation that will recap NCITE activities throughout the year, recognize award and scholarship winners, and announce the 2025 NCITE Board. After the presentation, attendees can work on mastering their curling skills. We will also hold a student scholarship fundraising raffle and will be handing out door prizes throughout the night.

I would like to thank the 2024 NCITE Board and Committee Chairs for their service this year. It’s truly a team effort to plan all the events and to provide the many benefits of membership to NCITE members. I’ve enjoyed my time serving on the Board and am excited to see the continued advancement of NCITE with the new board.

For those of you looking for ways to get more involved with NCITE, please reach out! You can also visit the NCITE webpage [www.nc-ite.org](http://www.nc-ite.org), LinkedIn, and Twitter for current information on upcoming Section-wide and committee events.

I look forward to seeing everyone at the Annual Meeting at the Four Seasons Curling Club later this month!

Phil Kulis, 2024 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 Calendar**

Online & In Person | Dates Vary

### **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](https://nc-ite.org/Committee_Listing)

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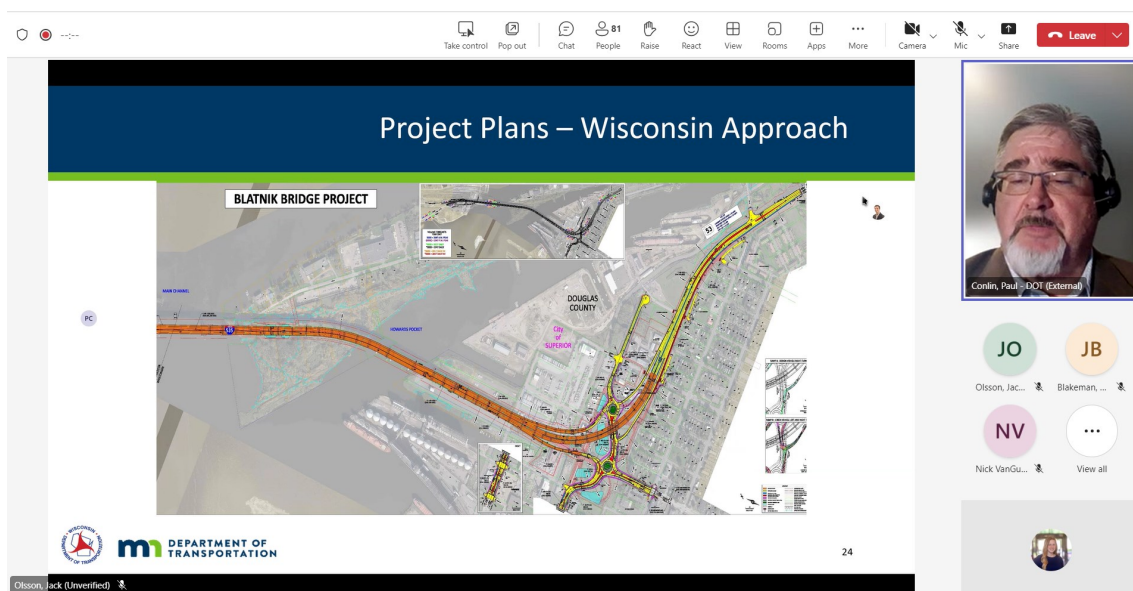
*For professional development opportunities:*

[http://nc-ite.org/content.php?page=Professional\\_Development\\_Meetings](http://nc-ite.org/content.php?page=Professional_Development_Meetings)

## SECTION MEETING UPDATE

The May Section Meeting was held on Tuesday, May 14<sup>th</sup> as a joint virtual meeting with Wisconsin ITE. **Paul Conlin** of WisDOT, **Lydia Statz** and **Aaron Stolte** of Kimley-Horn, and **Jeff Knudson** of SRF presented on the Blatnik Bridge project.

MnDOT and WisDOT are working toward a future project to address concerns about the John A. Blatnik Bridge, one of two bridges that connects Duluth, MN, to Superior, WI carrying I-535 over the St. Louis Bay, the Blatnik is an important freight and commercial connection between the Twin Ports. Jointly owned and managed by MnDOT and WisDOT, it is Minnesota's second longest bridge and serves an average of 33,021 cars traveling between the two cities each day. MnDOT will lead the project, which will address aging infrastructure, improve safety and better accommodate oversized/overweight loads. The presentation included speakers from the DOT as well as several members from the consultant team discussing traffic analysis completed for the project as well as some the work that went into the ultimately successful grant proposals.



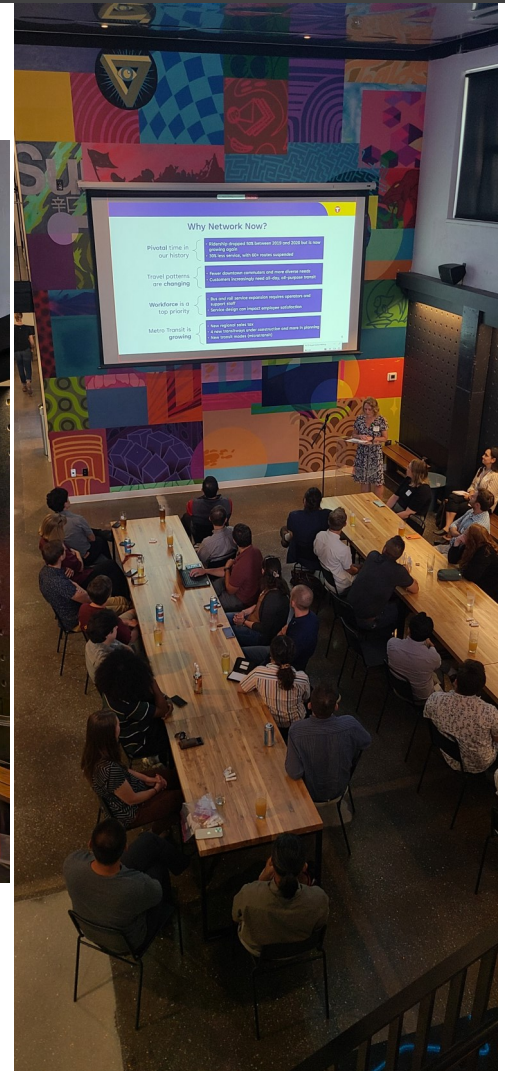
The August Section Meeting was held on Tuesday, August 20<sup>th</sup> at Modest Brewing in Minneapolis, Minnesota as a joint meeting with Great Lanes ITE. **Cyndi Harper**, Manager of Route Planning at Metro Transit, and **Julie Martinez**, Community Outreach Coordinator at Metro Transit, presented on Network Now - Metro Transit's plan for bus and rail changes through 2027.

Network Now includes the opening of a new light rail extension and four bus rapid transit lines. This project will propose service changes that reflect customer priorities by resolving the status of suspended routes and facilities, expanding the network of high-frequency routes, adding new coverage and reinvesting resources where people use transit the most today. The planning process is rooted in a regional discussion of values and principles for transit service, and the project's [Establishing the Foundation report](#) highlights and incorporates regional policy guidance, customer feedback and recent transit system performance.

# SECTION MEETING UPDATE



August Section Meeting at Modest Brewing



The September Section Meeting was held on Thursday September 26<sup>th</sup> as a joint virtual meeting with University of Minnesota ITSO at the University of Minnesota—Twin Cities Walter Library. **Sandy Cullen** and **Matt Filippelli** of UMN Parking & Transportation Services presented on the traffic control plan used for large events at Huntington Bank Stadium, such as Gopher football games or large concerts.

The plan has two phases: ingress leading vehicles to the parking facilities and egress helping all vehicles get off campus to one of the surrounding highways. The first phase needs to be flexible enough to change as parking facilities fill and the second phase needs to be efficient enough to handle all vehicles leaving at the same time. This presentation included challenges due to Hennepin County's work closing lanes on 4th St this year and University Ave next year, as these are the main roads in and out of campus.

## SECTION MEETING UPDATE

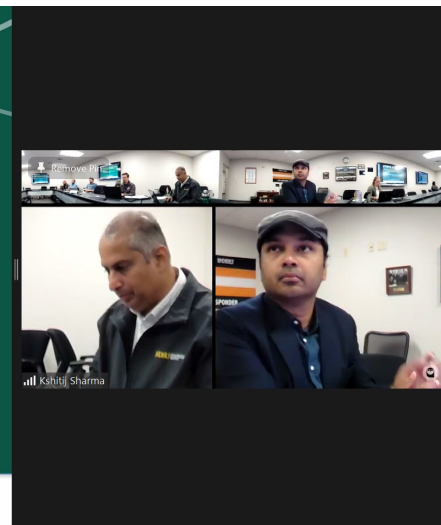
The October Section Meeting was held on Tuesday October 22<sup>nd</sup> as a virtual joint meeting with the North Dakota / NDSU Traffic Roundtable for their Fall 2024 Roundtable. This roundtable was hosted in Minot, North Dakota but was also available to NCITE membership to attend. We had several traffic related presentations including:

- Passive Pedestrian Detection Analysis and Summary (MnDOT Innovative Ideas Program – MnDOT CAV-X) from **Justin Sebens** of SRF & **Derek Lehrke** of MnDOT
- Passive Pedestrian Counting (ND Pilot) & Traffic Analysis Tool Updates from **Kshitij Sharma** of UGPTI
- Citywide VISTRO Modeling for Rural Metropolitan Areas from **Joseph Devore** of KLJ
- Minot’s Use of CENTRACS Mobility from **Stephen Joersz** of City of Minot

### Passive Pedestrian Counting (ND Pilot) & Traffic Analysis Tool Updates

North Dakota Traffic Operations Roundtable  
October 2024

Kshitij Sharma, PhD  
Advanced Research Fellow – Traffic Operations  
Advanced Traffic Analysis Center



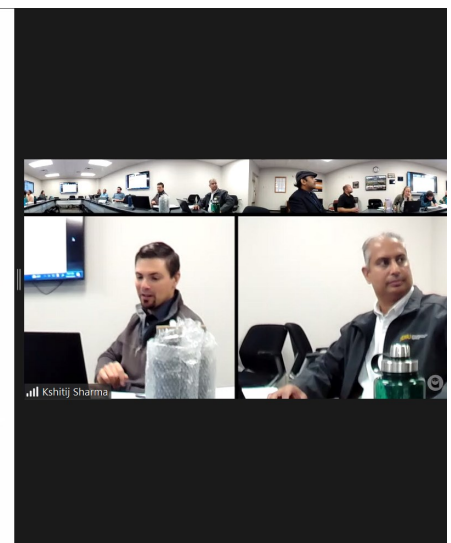
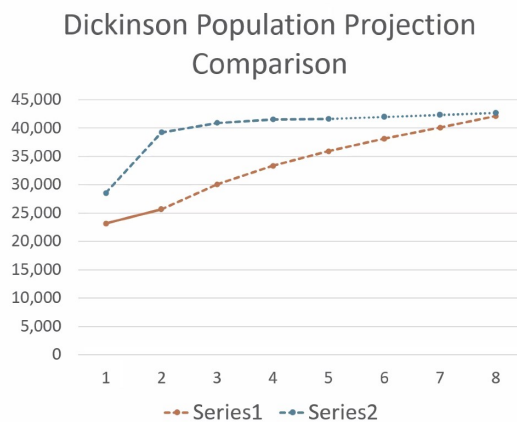
NDSU | UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

10.22.24

#### Growth Rate Considerations

Year / Timeline	Average Annual Growth (AAG)		Lowest AAG	Highest AAG
	1950-2020	1980-2020	1990-2000	2010-2020
Dickinson	1.4%	2.5%	0.1%	4.4%
Stark County	1.4%	2.5%	--	--

Stark County Comp Plan Draft Projected AAG = 1.8%



## YMC UPDATE

In September, the Young Member Committee attended its annual Gopher Volleyball event after a Sally's Saloon happy hour! The Gophers beat St Thomas 3 sets to 0 in an exciting game. Looking ahead, the Younger Member Committee will be hosting its last event on Friday, November 22<sup>nd</sup> from 3:30-4:30pm at the Ole Piper Inn (1416 93rd Ln NE, Blaine, MN 55449). This event will be a pre-annual meeting happy hour located across the street from the Curling Club. All are welcome to join!

**The Young Member Committee is looking for someone to fill the YMC Co-Chair position next year to assist the talented Olivia Polinsky-Rose.** This is a two-year position that transitions to YMC Chair the following year. If this position interests you, please contact Bryce Statz [Bryce.statz@kimley-horn.com](mailto:Bryce.statz@kimley-horn.com) and Olivia Polinsky-Rose [Olivia.Polinsky@hdrinc.com](mailto:Olivia.Polinsky@hdrinc.com).



If you are not receiving the YMC StarChapter emails, please reach out to one of the YMC's 2024 Co-Chairs:

Bryce Statz at [Bryce.Statz@kimley-horn.com](mailto:Bryce.Statz@kimley-horn.com) | Olivia Polinsky-Rose at [Olivia.Polinsky@hdrinc.com](mailto:Olivia.Polinsky@hdrinc.com)

If you or a co-worker are interested in joining the Younger Member Committee please visit the YMC Page on the NCITE Website [here](#).

## STUDENT CHAPTER UPDATE –SDSU

This semester SDSU had their usually bi-weekly business meetings as well as several presenters. The SDSU NCITE Student Chapter President **Matthew Croke** had the opportunity to present on the internship they had where they performed transportation design in Dallas, TX this past summer. Also, as a club they took a site-visit trip to Sioux Falls, SD on October 3<sup>rd</sup> to see a transportation project in the works and met with the SDDOT.



## STUDENT CHAPTER UPDATE –UMN TWIN CITIES

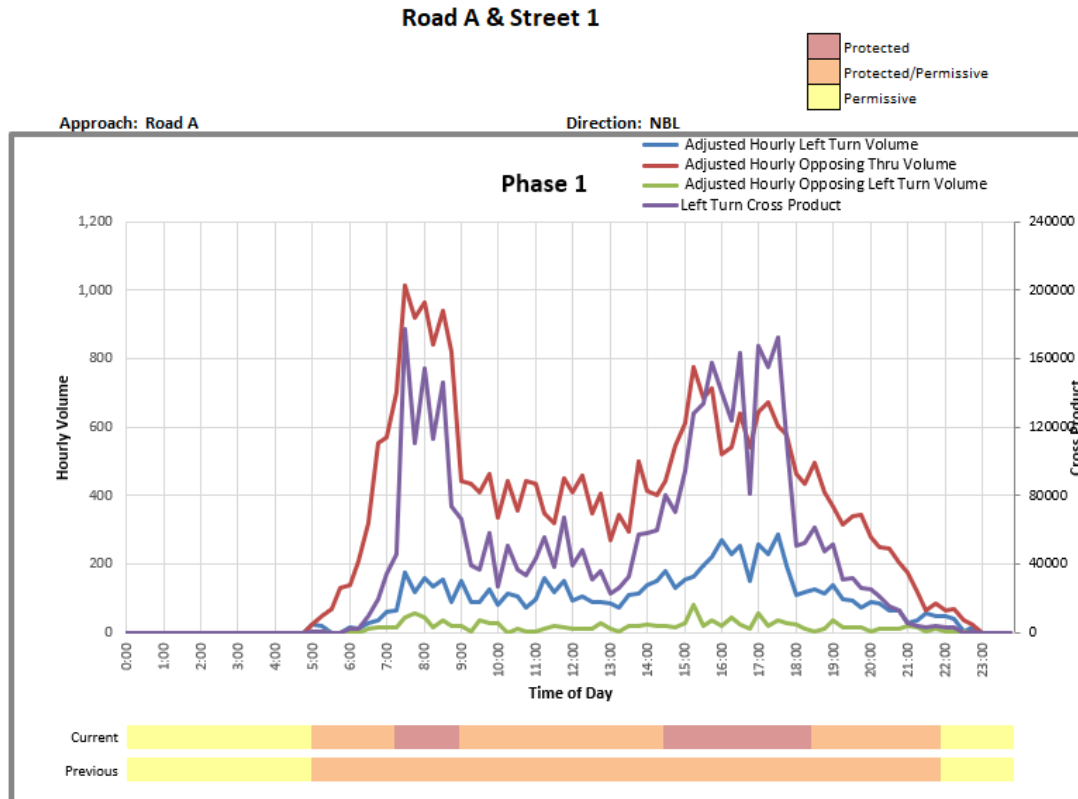
This school year the UMN student chapter has had many successful events. In TranspoTalks, they learned about the Gold Line BRT Project design from Isthmus Engineering, and the MSP International Airport Terminal 1 and Terminal 2 expansion projects, in the air transportation industry, from Kimley-Horn. Additionally, they had a tour of the University/4th St construction project near campus, learning about traffic modeling, from Alliant Engineering.

There is an upcoming Metro Transit light rail O&M facility tour in Minneapolis. For social events, they enjoyed a donut event at the beginning of the school year recruiting students and a bike ride party celebrating homecoming.



The spreadsheet provides recommendations for phase mode for each 15-minute period using published ITE and MnDOT guidance. A chart tab allows the user to visualize the decisions. As decisions change over time, additional TMC tabs can be added. Other agencies are welcome to use the tool if interested.

Phil Kulis from SRF was up next with an update on the MnDOT FYA safety evaluation Innovative Ideas project. The project goal was to further clarify how geometric and timing factors impact safety performance. A large volume of high-resolution controller logs were analyzed to understand how varying FYA phase mode might be impacting safety performance. Phil noted that agencies interested in having their intersections included for study as part of a future update are invited to work to preserve their controller log data.



MnDOT's FYA Decision Tracking Tool

Nick Erpelding, at the time an employee of Hennepin County, next presented on the County's transition to Partial POOFYA. The goal of the transition is to have POOFYA, or prohibiting opposing permissive lefts during the pedestrian interval, operate more akin to leading pedestrian intervals, where conflicting turns are prohibited only during the start of the pedestrian interval, giving the pedestrian a chance to establish his/her position and visibility in the crosswalk. Discussion on the topic included potential pitfalls to avoid.

The final discussion item for the meeting was the different method used to handle the interaction between FYA operation and preemption. Derek Lehrke from MnDOT Metro outlined issues they've been seeing in specific situations. The potential future transition to a centralized EVP system was discussed as a possible mitigation option.

March

The group reviewed and revised the list of questions to be asked and format to be used for the committee's annual user survey on agency signal operations practices.

### April

Sue Zarling from MnDOT Metro provided an update on MnDOT's new signal pole design standards. The changes were prompted by a need to meet current wind loading design requirements. Among the changes are a move away from a separate transformer base, deeper and wider foundations, and round (instead of octagonal) poles. All new MnDOT designs are now making use of the new standards.

### May

The group reviewed responses received from the annual agency signal operations practices survey. The 36-question survey was completed by 14 agencies across the NCITE (3-state) area. Questions covered categories including Front Page Timing, Detection, Coordination Timing, Flashing Yellow Arrow, and Other. Responses to each question were summarized to understand prevailing practices with the goal of bringing all agencies into closer alignment on timing and operations practices. The survey has been a regular activity for the ITC Committee for over 10 years.

### June

Nick Van Gunst from Alliant Engineering presented on unique planning and design aspects of the Hi-Lake interchange reconstruction project in Minneapolis. One key goal of the project, which will transform the existing signal point interchange to a tight diamond configuration, is to better serve non-vehicle travel modes. Nick's presentation addressed steps the design team took to address a number of unique challenges, including how to accommodate heavy pedestrian activity, whether to include a transit queue jump, and how to design the signal for maximum operational flexibility.

### July

Ken Levin from Hennepin County provided a detailed look into the County's newly created Traffic Signal Operations Standards document. The goal for the document is to combine all into one place the standards and best practices the county uses to operate their traffic signal systems. The document covers Front Page Timing, Coord Timing, Detection, and other topics. A number of other industry works, including the MnDOT Signal Timing and Coordination Manual, MUTCD, and ITE Clearance Interval guidance, are referenced.

### August

The group took its customary one-month summer break and did not meet in August.

### September

Ben Hao from Hennepin County and Dr. Michael Levin from the University of Minnesota provided a status update on the Max Pressure Signal Timing Research Project. This project is seeking to pilot the use of a new theoretical timing control algorithm in a real-world setting. Through the first two stages of the project the team has modeled how the algorithm would work via use of a unique hardware-in-the-loop setup, with promising results for potential reductions in key MOEs like delay, stops, fuel usage and emissions. Stage 3, up next, will look to deploy the system along a small corridor in the northwest part of the County. Stay tuned for future updates!

### October

John Fahrendorf from MnDOT Metro provided a detailed look at the development of new detection design and operation standards for MnDOT traffic signals. On the design side, the new standards increase the typical distance loops are placed from the stop bar, bringing the standard up to a 21st century standards that better reflecting today's driving practices. On the operations side, MnDOT now provides guidance on the differences in how to program controllers when video detection (or a mix of video and loops) is used. Based on the scale of changes recommended, the potential for large improvements in efficiency exists! Look for the revised guidance in upcoming editions of the MnDOT Signal Timing and Coordination Manual and MnDOT Signal Design Manual.

Intersection Traffic Control Committee Update (continued from page 12)

### November

On Thursday, November 14, 8:00 to 10:00 a.m., Dan McCormick from Hennepin County will share details on three recent intersection revision pilot projects completed by the County. Each of these small yet challenging projects involved making a change to an established County intersection that was likely to be viewed as disruptive by some. Dan will provide details on the various avenues the County pursued to overcome these challenges.

### December

On Thursday, December 12, 8:00 to 10:00 a.m., Nick Ollrich from Michael Baker will share updates on the 494 Design-Build project relating to traffic signals and arterial operations. As traffic lead for the project, Nick has been responsible for finding solutions to some very unique and challenging problems.

The December meeting will also include a brainstorming discussion on potential topics for 2025. Want to make sure the committee addresses a topic of interest to you? Make sure to attend! We look forward to seeing you!

If you or a co-worker are interested in joining the Intersection Traffic Control Committee please reach out to one of the committee co-chairs: Nick Erpelding [nerpelding@srfconsulting.com](mailto:nerpelding@srfconsulting.com) or Mara Hayes [mhayes@srfconsulting.com](mailto:mhayes@srfconsulting.com)



# Lexington Parkway Alignment

Jeff Hilden, PE, PTOE | TKDA

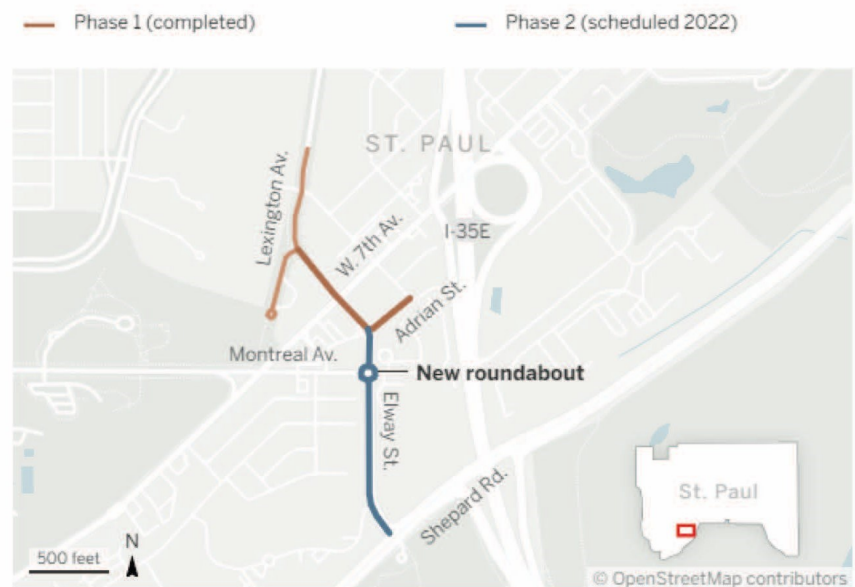
In each issue, the INCITER features articles coordinated by NCITE's advertisers.  
This article is a contribution from **TKDA**.

Extending from West 7th Street in Saint Paul to Ham Lake in Anoka County, Lexington Parkway (CSAH 51) is an important north-south A-Minor Augmentor roadway within Ramsey County, carrying 7,000 vehicles daily. Previously, the southern end of Lexington Parkway terminated at Montreal Avenue and West 7th Street, creating a five-way intersection that was awkward for vehicles and pedestrians to navigate. Additionally, north-south traffic from Shepard Road did not have a direct connection to Lexington Parkway, and had to use Montreal Avenue and Elway Street for access.

Ramsey County and the Minnesota Department of Transportation (MnDOT) identified the need to remove Lexington Parkway from the Montreal Avenue/West 7th Street intersection to improve vehicle and pedestrian mobility. At the time, a former school property was being developed into a senior housing community. Ramsey County and MnDOT saw this as an opportunity to work with the developer to relocate Lexington Parkway. The timing of the project was critical because the housing community development would be served by the project's utility work. Consequently, TKDA delivered the project in two phases.

Phase One of the project simplified the intersection of Montreal Avenue and West 7th Street by re-routing the final stretch of the parkway to align with Elway Street. The new alignment bisects the redeveloped senior housing community. Phase Two extended Lexington Parkway through the right-of-way designed in the 1800s to align with Elway Street south of Montreal Avenue. This created a direct link from Lexington Parkway to Shepard Road. Elway Street was reconstructed and renamed Lexington Parkway.

The Lexington Parkway Realignment project accomplished its goals of improving the safety of vehicular and pedestrian traffic by removing one leg from the awkward intersection at Montreal Avenue and West 7th Street, replacing aging infrastructure, and enhancing regional connectivity and multi-modal opportunities. TKDA used a unique blend of community involvement and innovative design to execute the realignment, linking Lexington Parkway to Shepard Road. The proposed roadway section included two travel lanes, left- and right-turn lanes, a two-way bike lane, parking, sidewalks and trails, and a mini-roundabout. This project marks the first roundabout in the City of Saint Paul. Since the City is fully developed, most right-of-way corridors are set and do not provide an opportunity to install full roundabouts. For this project, TKDA used a mini roundabout with a smaller footprint, which limited right-of-way acquisition and no total take properties.



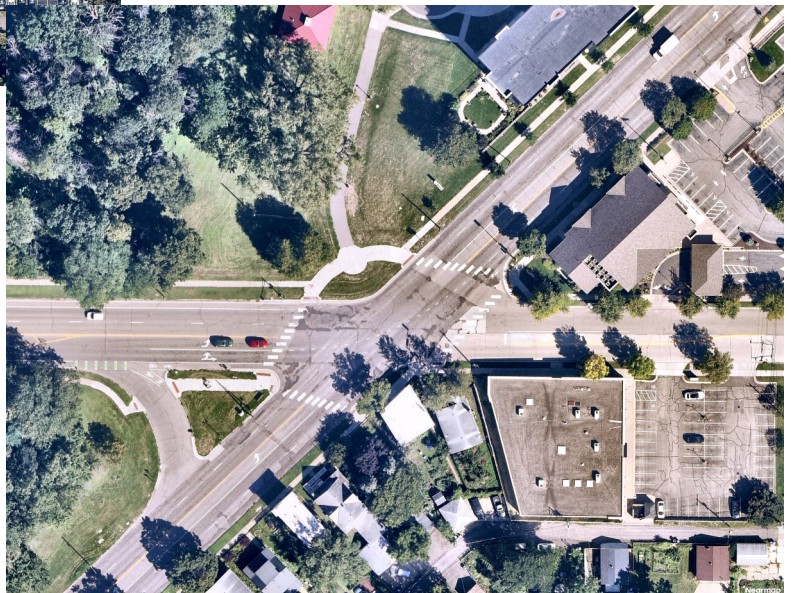
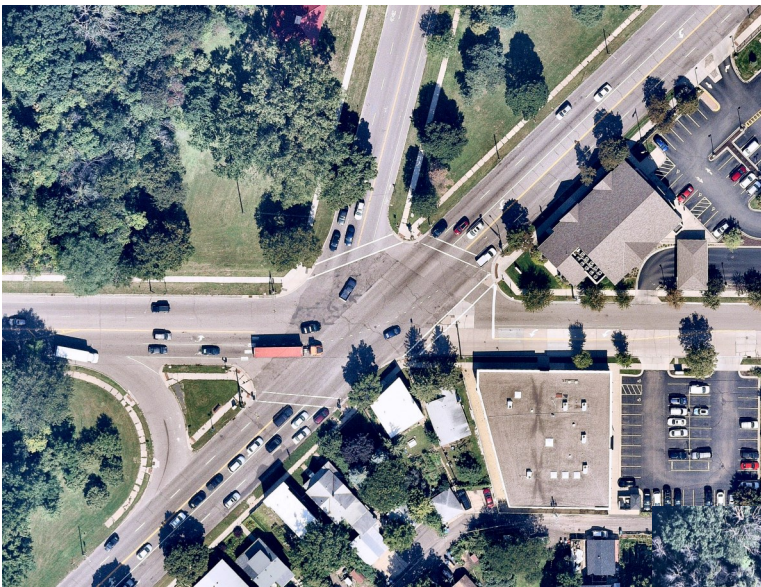
Lexington Pkwy Phase 1 & 2

Lexington Parkway Alignment (continued from page 14)

High bedrock and contaminated soils limited stormwater treatment options, so an innovative tree trench was used to provide stormwater treatment. Existing utility trenches were reused as much as possible to minimize additional bedrock excavation. Large diameter stormwater tunnels were accessed through vertically bored pipes. Also, a thickened edge sidewalk functioned as a retaining wall to avoid impacts to a neighboring underground oil storage tank.

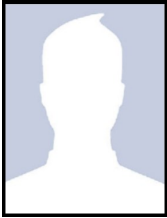
Land use near the project includes property operated by the St. Paul Public Housing Authority. Many residents in this community have mobility impairments and busing needs. The project also impacted the Sam Morgan Regional Trail. Sidewalk detours included audible message devices and traffic barriers to channel the pedestrians and provide a safe space for navigating the sidewalk and trail system to access the bus stops in the area or pass through the construction zone.

The project’s stakeholder involvement was robust, and TKDA’s team used various tools to reach a wider audience and create a better overall understanding. Involving the public in the decision-making process allowed for tradeoff explanations, generating a greater understanding of the impacts of decisions made on the project. Ultimately, this fostered a more positive experience among the public and stakeholders, leading to a greater acceptance of the project. As the public works profession continues modifying existing roadways to promote better connectivity and navigation for vehicles, pedestrians, and bicyclists, the Lexington Parkway Realignment project will serve as a case study for successfully engaging the community and stakeholders.



Montreal Ave/ West 7th St/ Lexington Pkwy Intersection  
Before (Above) & After (Right)

# TECHNICAL COMMITTEE UPDATE



## Geometric Design Technical Committee

Co-Chairs: **Amanda Vetter** [amanda.vetter@apexenggroup.com](mailto:amanda.vetter@apexenggroup.com)

Recent Agenda Items: LRRB Mini Roundabouts

Future Agenda Items: Considerations at Intersections, Innovative Intersection Design

Next Meeting: Wednesday November 20<sup>th</sup>, 10:00AM, Location: Virtual



## Intersection Traffic Control Technical Committee

Co-Chairs: **Nick Erpelding** [NERpelding@srfconsulting.com](mailto:NERpelding@srfconsulting.com) **Mara Hayes** [mhayes@srfconsulting.com](mailto:mhayes@srfconsulting.com)

Recent Agenda Items: Ken Levin from Hennepin County presented on YARP standards updates. Following Ken's presentation, a roundtable discussion on YARP practices and questions occurred.

Future Agenda Items: Dan McCormick from Hennepin Co will present on local intersection modification project lessons learned. Nick Ollrich from Michael Baker will present on 494 arterials/signals project.

Next Meeting: 11/14 at 8am at SRF Minneapolis & 12/12 at 8am at MnDOT Waters Edge



## Emerging Technologies in Transportation Technical Committee

Co-Chairs: **Jake Eisinger** [jake.eisinger@co.washington.mn.us](mailto:jake.eisinger@co.washington.mn.us), **Nathan Wade** [nathan@flowlabs.ai](mailto:nathan@flowlabs.ai)

Recent Agenda Items: Power of AI for predicative roadway Maintenance. Pavement Marking Patterns and Widths – Humans vs Machines.

Future Agenda Items: Using AI for Decision Support Systems – Stantec/Tennessee DOT

Next Meeting: TBD



## Complete Streets and Safety Committee

Co-Chairs: **Sarah Peterson** [sarah.peterson@hdrinc.com](mailto:sarah.peterson@hdrinc.com) **Sri Durga Yada** [SriDurga.Yada@hdrinc.com](mailto:SriDurga.Yada@hdrinc.com)

Recent Agenda Items: Capitol City Bikeway (CCB) – Kellogg Boulevard from Jackson Street to St. Peter Street Project.

Future Agenda Items: BRT, Project site visits, accommodating peds/bikes in work zones, pedestrian toolkits, innovative project solutions, statewide pedestrian crash study, ped facility LOS, and more.

Next Meeting: TBD



## Planning Methods and Applications Technical Committee

Co-Chairs: **Rachel Wiken** [Rachel.Wiken@metc.state.mn.us](mailto:Rachel.Wiken@metc.state.mn.us), **Erik Kappelman** [EKappelman@srfconsulting.com](mailto:EKappelman@srfconsulting.com)

Recent Agendas Items: Presentations on Activity Sim, Statewide Model, and A Modeler's Perspective of Big Data. The presenters were Dennis Farmer, Jim Henriksen, and Ben Nault.

Future Agendas Items: STOPS model overview and regional application, review of the new MOVES model version.

Next Meeting: TBD



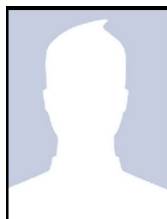
## Traffic Operation and Maintenance Discussion Group

Committee Chair: **Greg Boche** [greg.boche@woodburymn.gov](mailto:greg.boche@woodburymn.gov)

Recent Agenda Items: City population sign discussion, vehicle noise laws and enforcement, winter parking rules, and who payment responsibilities.

Future Agenda Items: Round Table, topics TBD.

Next Meeting: Wednesday December 4<sup>th</sup>, 11:30AM, Location: TBD



## Simulation and Capacity Analysis Technical Committee

Co-Chairs: **Sharijad Hasan**, [md.s.hasan@ndsu.edu](mailto:md.s.hasan@ndsu.edu) **Sajid Raza** [sajid.raza@mbakerintl.com](mailto:sajid.raza@mbakerintl.com)

Recent Agenda Items: Virtual workshop with speakers from MnDOT, KLJ, and Alliant presenting on many topics, including the MnDOT ICE Manual Updates, Signal Warrant Analysis Details, and various types of intersection alternatives.

Future Agenda Items: Inclusion of AI or automation in traffic simulation

Next Meeting: TBD with potential collaboration with the Intersection Traffic Control Committee



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NO  YES

ANSWER QUICKLY—OUR SELF-DRIVING CAR IS ALMOST AT THE INTERSECTION.

SO MUCH OF "AI" IS JUST FIGURING OUT WAYS TO OFFLOAD WORK ONTO RANDOM STRANGERS.

## MEMBERSHIP UPDATE

### New Members

**Joe Bailey**, SRF Consulting

**Morgan Voissem**, WSB

**Madeline Fidler**, Stantec

**Vu Dang**

**William Carstens**

**Chet Jurrens**, SRF Consulting

**Lisa Beutler**, Image Sensing Systems, Inc.

**Nancy Yoo**, MnDOT

**Kevin Krech**

**Evangelos Xhumba**, SRF Engineering

**Christopher Yakubu**

**Rebecca Frimpomaah**, University of North Dakota

**Edward Staats**, NYU Polytechnic School of Engineering

**Md. Ashik Mahamud**, University of North Dakota

**Kobena Eghan**, University of North Dakota

**Mulugeta Amare**, University of North Dakota

**Raja Abubakar Khalid**, University of North Dakota

**Daniel Georgioff**, University of Minnesota

### Moves

**Sharif Arefin**, AECOM, formerly Washington State Department of Transportation

**Faisal Habib**, TKDA, formerly North Dakota State University

**Jose Capa Salinas**, University of St. Thomas, formerly Purdue University

**Evan Marohn**, City of Saint Paul, formerly McMahon a Bowman Company

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