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## MnDOT Local Road Safety Regional Workshops & Webinars

Olivia Polinsky-Rose, PE | HDR  
Girma Feyissa, PE | Minnesota Department of Transportation

In each issue, the INCITER features an article coordinated by one of NCITE's technical committees. This article is a contribution from the **Complete Streets & Safety Committee**.

### Why were the Regional workshops needed and why local roads?

Approximately 70% of fatal and serious injury crashes in Minnesota are on the local roadway network, as shown in Figure 1. Through the Highway Safety Improvement Program (HSIP), MnDOT's State Aid for Local Transportation (SALT) and Office of Traffic Engineering (OTE) provide technical assistance and funding to local agencies to implement safety improvements on the local roadway network. However, in recent years, the number of local agencies applying for HSIP funding has decreased – between 2019-2023, there were an average of only 41 participating local agencies, compared to an average of 47 participating local agencies between 2014-2018.

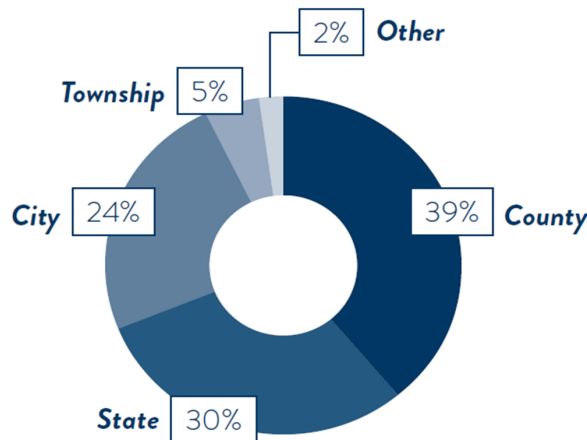


Figure 1: Percent Fatal and Serious Injury Crashes by Jurisdiction (2018-2022 Average)

In the early 2010s, as MnDOT began development of the first round of County Road Safety Plans (CRSPs), MnDOT State Aid and the OTE, hosted workshops across the state to educate local agencies on traffic safety infrastructure best practices and HSIP. There has been a notable amount of local agency staff turnover since the initial round of workshops over a decade ago, leading to knowledge gaps across the state on local road traffic safety best practices.

(Continued on page 9)

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## PRESIDENT'S MESSAGE

Greetings NCITE Members!

It's hard to believe this is already my last President's Message! It feels like the executive board was just getting to work on our 2025 schedule and planning the year's events and now the year is wrapping up.

Since our last newsletter we've had several events that I'd like to highlight. In early September we hosted a "Road Show" Section Meeting at Kirby Student Center at the University of Minnesota Duluth. **MnDOT** and **LHB** gave an excellent presentation on the **London Road Project** following the STEM Fest Career Fair, which gave us an opportunity to meet with members of the UMD ITE Student Chapter, DTSO. These "road show" meetings allow us to branch out from our usual Twin Cities meeting locations and interact with members and student chapters in other parts of the Section. The executive board believes this is valuable and will be looking to travel to a new location in 2026.

On October 9<sup>th</sup> we teamed with the University of Minnesota Center for Transportation Studies to host our biennial Transportation Symposium at McNamara Alumni Center on the University of Minnesota Twin Cities campus. The event was well attended, with nearly 80 professionals enjoying 14 excellent technical presentations on a variety of transportation topics. Special thanks to **Joe DeVore** for serving as the 2025 Professional Development Coordinator and organizing the symposium in addition to his other vice-presidential duties. The organization is in good hands with Joe transitioning into the president role in 2026!



**Nik Costello**  
2025 NCITE President

Last Friday, November 14<sup>th</sup>, we celebrated a great year at our Annual Meeting at Smash Park in Roseville, MN. It was fun to see familiar faces, meet some new members, and watch some surprisingly competitive pickleball matches! The event also included a raffle where we were also able to raise \$900 for NCITE's scholarship fund – a big thank you to all the firms that donated items for the raffle! However, my favorite part of the night was having the honor of awarding \$5,000 in scholarships to five very-deserving students and presenting our three annual awards:

- **Chad Jorgenson – 2025 Young Transportation Professional of the Year**
- **Scott Poska – 2025 Transportation Professional of the Year**
- **METRO B Line Arterial BRT and Lake Street Improvements Project – 2025 Transportation Achievement Award**

Congratulations to our 2025 scholarship recipients and award winners!

I'd like to thank the 2025 executive board, our committee chairs and co-chairs, and the coordinators in our communications group for all their hard work this past year. I'm very thankful to have had the opportunity to serve on the board these past four years and lead this organization in 2025.

Have a great Thanksgiving and holiday season, and I look forward to seeing you all at events in 2026.

Nik Costello, 2025 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



### MINNESOTA TRANSPORTATION CONFERENCE & EXPO

### MN Transportation Conference & Expo 2026

St. Paul, MN | March 18-10, 2026

**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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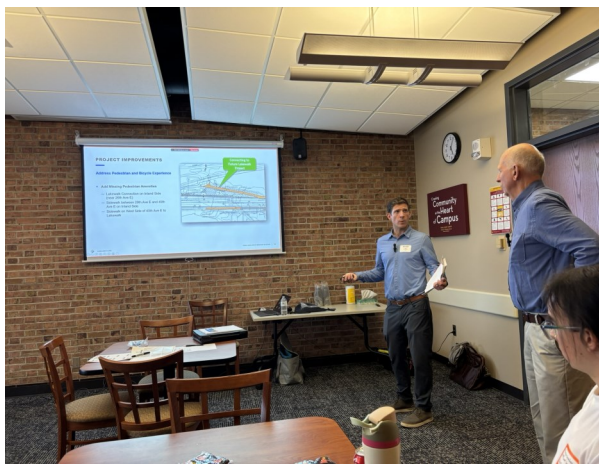
*For professional development opportunities:*

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

## SECTION MEETING UPDATE

The September Section Meeting held on September 11th, 2025 was sponsored by **Stonebrooke Engineering** as a NCITE Roadshow Meeting at the **University of Minnesota Duluth Kirby Student Center**. The meeting was held after the STEM Fest Career Fair. **MnDOT** and **LHB** presented on the **London Road Reconstruction Project**.

This \$20M reconstruction of Hwy 61 (London Road) through Duluth will include roundabouts at 26th Ave E and 40th Ave E, enhanced intersection improvements, lane configuration modifications, new pedestrian amenities and ADA upgrades, drainage improvements, and pavement resurfacing.



## STUDENT CHAPTER UPDATE - SDSU

The SDSU student chapter has had a busy start to the semester. The first meeting had three students give presentations about their internship experience. On September 24<sup>th</sup>, **Ben White** from **HR Green** presented on the **SD 44 Bridge Replacement over the Missouri River**. It was a very informative presentation and many students enjoyed that fact that this bridge is over a mile long! The first two meetings of the semester had an average of 23 students at each meeting. On September 25<sup>th</sup>, we had a site visit to **Sioux Falls** hosted by the **SDDOT** and visited the **I-29 Cliff Ave Bridge Project** and saw the prep of the bridge deck pour and learned about the future steps of the project.



## STUDENT CHAPTER UPDATE - DTSO

The Duluth Transportation Student Organization (DTSO) is working to become more active this school year. If you would like to help out by sponsoring a meeting or volunteering to present for the student organization reach out to:

Joe DeVore at [joseph.devore@kljeng.com](mailto:joseph.devore@kljeng.com)  
 or the current DTSO President Amaia Graber at [umd.dtso@gmail.com](mailto:umd.dtso@gmail.com)

## STUDENT CHAPTER UPDATE - ITSO

This fall, ITSO hosted a variety of exciting events to keep members engaged! To start off, they had a Donut Social where they announced a new raffle. New to ITSO this semester, the more events a member attends, the more entries into the raffle for a Lego set or gift card they earn.

Following this, they joined the **University's Parking and Transportation Services** for their grand opening celebration of the new **Bike Center** during Homecoming Week and went for a bike ride along University Avenue, 10th Avenue, and a portion of the West River Parkway Trail. As for our TranspoTalks, we've had presentations on topics ranging from the **E Line BRT with Metro Transit**, the **Blue Line Extension with Isthmus**, and the **BNSF double-track bridge in Sandpoint, ID** which they will learn about later in November.

Finally, they've held two tours and have one planned. One was a walking tour of the recently completed **University Avenue and 4th Street renovations and bike lanes**, and the other was an exclusive tour of the **Minnesota Streetcar Museum**. Looking forward, they are working with **Metro Transit** to organize a ride on the **Northstar commuter train** to commemorate its upcoming end of service. To close out the semester, they will host a movie and game night where they will watch a transportation-themed movie, play transportation-themed games, and announce the raffle winners.



## YMC UPDATE

The Younger Members Committee (YMC) had a fun fall outing to Top Golf on October 20<sup>th</sup>. We enjoyed food, drinks, conversation, and of course, lots of fun Top Golf games. Some favorites included the classic Angry Birds game and the seasonal Field Goal challenge. Our last event this year will be a pre-Annual Meeting happy hour on November 14<sup>th</sup> from 4-5pm at **High Pines Brewing Company**, just a few minutes away from the annual meeting at Smash Park.



If you are not receiving the YMC StarChapter emails, please reach out to Olivia Polinsky-Rose [Olivia.Polinsky@hdrinc.com](mailto:Olivia.Polinsky@hdrinc.com) and/or Blake Andert ([bandert@sehinc.com](mailto:bandert@sehinc.com)) to get on the mailing list. If you or a co-worker are interested in joining the Young Member Committee please visit the YMC Page on the NCITE Website [here](#).

MnDOT Local Road Safety Regional Workshops & Webinars (*continued from page 1*)

Understanding that the majority of traffic fatalities and serious injuries occur on the local road network, the declining local agency HSIP participation, and the knowledge gaps resulting from staff turnover, MnDOT recognized the need to educate and improve partnerships with local agencies. As a result, MnDOT, with support from a consultant team made up of HDR, Lakeside Engineers, and Howard Preston, set out to develop and deliver an updated local road traffic safety workshop series across the state.

### Workshop Development and Materials

To kick off development efforts, six virtual 90-minute visioning sessions were held with representatives from MnDOT, FHWA, city, and county staff from across the state to tailor workshop materials to the needs identified by local agency representatives. The result of these visioning sessions was the identification of four key questions that guided workshop material development:

- *What's the problem?* In order to identify the correct solution(s), you first have to understand what the problem is.
- *What's the solution?* Once the problem is understood, you need to identify countermeasures that can address the issues.
- *What funding is available?* In order to implement improvements, you need to secure funding for the countermeasures identified.
- *How to communicate traffic safety?* To get projects across the finish line, you need to be able to communicate the need for those solutions with stakeholders, elected officials, law enforcement, and the general public.

Guided by those questions, the final workshop presentation materials included a brief history on traffic safety in Minnesota, regional crash data analysis findings, introduction to the Safe System Approach (SSA), infrastructure solutions for rural and urban contexts based on [MnDOT's Big Book of Ideas](#), stakeholder communication best practices, an overview the HSIP program and other safety funding opportunities, and information on the technical support provided by SALT. There were several activities throughout the day designed to spark discussion and collaboration among the attendees in each region, as shown in Figure 2.



Figure 2: Maddie Huempfner (HDR) Leading Safe System Approach Ice Breaker Discussion Activity

Crash trends and focus areas differ by region and roadway context. Per the four guiding questions of the workshop material, you have to understand the problem in your jurisdiction to identify what solutions can address those issues. As such, crash data presented at each workshop (shown in Figure 3) was specific to that region and all attendees received regional crash data summaries to take with them for future reference.

Other workshop material was intentionally developed to be flexible so that attendees felt comfortable sharing their experiences and challenges specific to their region. The Big Book of Ideas infrastructure solutions portion of the workshop, led by Howard Preston, utilized an anecdotal approach to provide historical context and information on the strategies and encourage region-specific discussion on each strategy.



Figure 3: Richard Storm (HDR) presenting regional lane departure trends in ATP/District 5.

### Workshop Outcomes

Between summer 2024 and winter 2025, 17 full-day workshops were held across the state attended by nearly 250 city, county, and MnDOT participants. Three reduced workshops were hosted at various conferences with more than 200 additional participants. The workshop team gathered feedback from attendees at each workshop to improve and refine materials over the course of the series.

In addition to the benefits of the in-person workshops, a [Traffic Safety Education and Resources webpage](#) was developed to compile all workshop materials for future reference. As part of this resource page, the project team recorded a three-part series on the Big Book of Ideas portion of the workshop. This series includes a video with a [history lesson](#) on the Big Book of Ideas, overview of [rural countermeasures](#), and overview of [urban countermeasures](#).

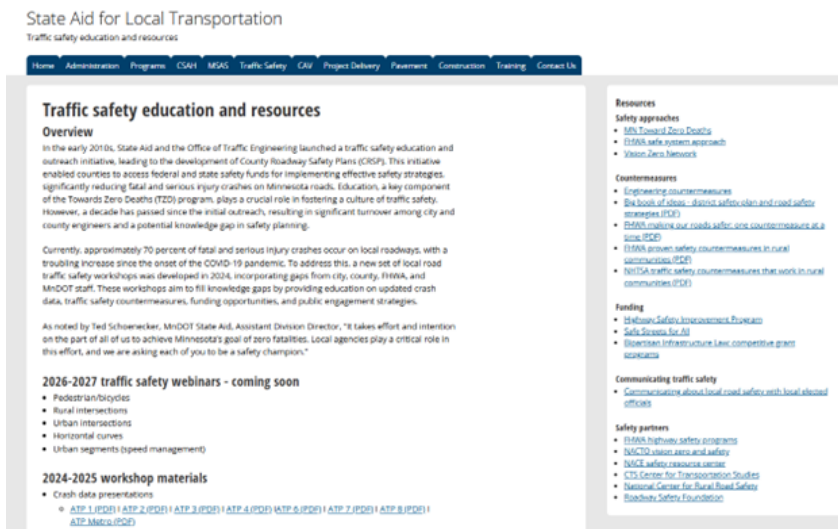


Figure 4: MnDOT [Traffic Safety Education and Resources Webpage](#)

MnDOT Local Road Safety Regional Workshops & Webinars (*continued from page 10*)

### **Coming Soon... Local Road Traffic Safety Webinar Series**

Building on the success of the workshop series, MnDOT State Aid and OTE will be hosting a local road traffic safety webinar series to continue regular outreach and education efforts with local agency partners. This webinar series was initially piloted in July 2025, with a two-hour [Road Departure Crashes & Safety Countermeasures](#) virtual webinar which had over 200 attendees.

Stay tuned for upcoming safety webinars! Local agencies will be notified directly, and everyone else can find details on State Aid's [Traffic Safety Education webpage](#). Future webinars will follow the same virtual two-hour format as the pilot webinar, and participants will receive two PDH credits. Upcoming webinar topics are not yet finalized but will focus on safety strategies for key focus areas and input from workshop and pilot webinar participants. Topics may include vulnerable road users (pedestrians & bicyclists), rural and urban intersections, horizontal curves, and speed management. MnDOT is eager to continue building partnerships and providing support to local agencies as we all work together toward zero deaths on Minnesota roads.



# Metro B Line

Morgan Nelson, PE, PTOE | Kimley-Horn  
 Jack Olsson, PE, PTOE | Kimley-Horn

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

The METRO B Line arterial bus rapid transit (BRT) project substantially replaced the Route 21, connecting neighborhoods from Uptown Minneapolis to downtown St. Paul and spanning 13 miles on Lake Street, Marshall Avenue, and Selby Avenue. Arterial BRT brings better amenities, faster and more reliable service, and a more comfortable ride for transit customers in the region's busiest transit corridors.



*B Line . Image courtesy of Kimley-Horn*

Lake Street, a vital corridor for residents and commuters, faced significant issues: slow transit speeds, high pedestrian crash rates, and its designation as a High Injury Street in the Minneapolis Vision Zero Action Plan. The need for change was clear, and in 2021, Hennepin County and the City of Minneapolis, in partnership with Metro Transit, launched the Lake Street Multimodal Improvements project to reimagine the corridor for safety, accessibility, and efficiency.

The project introduced a suite of improvements designed to enhance the B Line and transform Lake Street:

- **Lane Conversion:** Change the street from four lanes to three, reducing crash risks and improving safety.
- **Red Bus Lanes:** Add seven lane-miles of dedicated red bus lanes, reducing transit travel times and boosting reliability.
- **Pedestrian Upgrades:** Replace 236 curb ramps at 48 intersections and install 18 median refuges or curb extensions for safer crossings.

Metro B Line (continued from page 12)

- **Traffic Signal Modernization:** Upgrade 55 traffic signals with advanced technology and accessibility features.
- **Bikeway Enhancements:** Build a quarter mile of curb-protected two-way bikeway and improved two protected intersections at high-volume bikeways.
- **Pavement Resurfacing:** Resurface 31.5 lane-miles, extending the life of the corridor.

With transit riders representing 21% of Lake Street users and thousands of homes and businesses along the B Line project, engaging the community throughout planning, design, and construction phases was critical to the project’s success. To improve engagement and maximize transparency, the project team utilized Public Coordinate, an online interactive mapping platform that allowed residents to visualize project impacts and provide feedback. The use of the software streamlined gathering inclusive community input through survey integrations, automatic language translation, and cross-device compatibility, features that were critical for accessibility and overcoming social limitations during the COVID-19 pandemic.

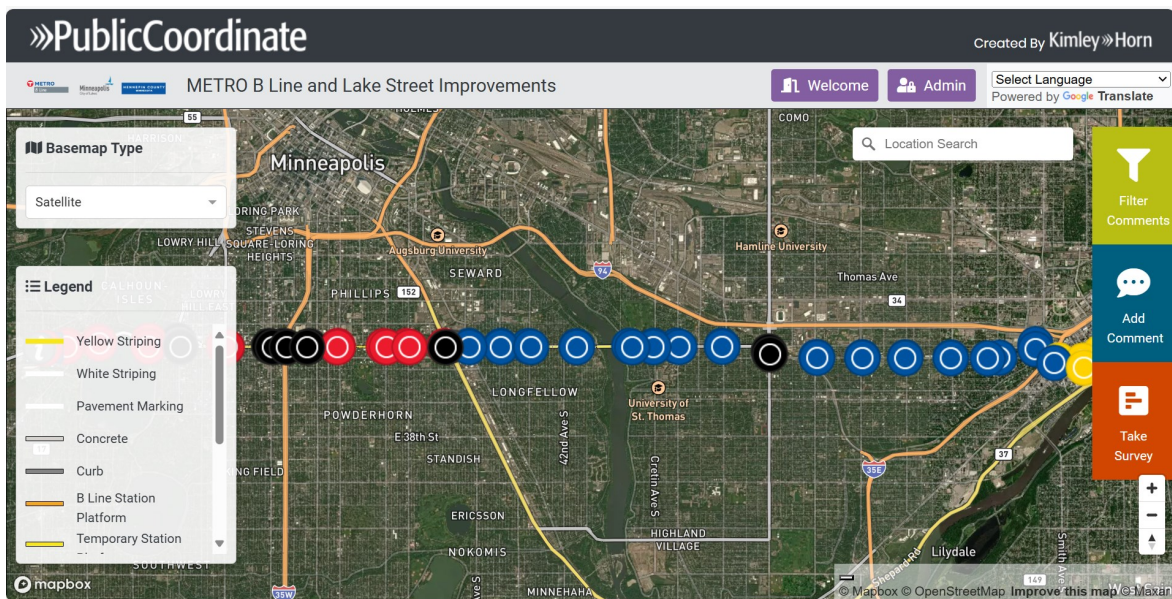


Image courtesy of Kimley-Horn

To meet the project schedule, the entire Lake Street Improvements project was constructed within the existing Lake Street/Lagoon Avenue right-of-way because the project schedule did not allow for acquisition of temporary or permanent easements. Metro Transit and Hennepin County worked creatively and collaboratively on the contracting approach to advance final design and construction of the east portion of the project using local funds. This strategy provided additional time for funding to be secured for the west segment of the project, as well as completing the final design, environmental process, and federal funding authorization for the Lake Street Improvements. The federal environmental process and FHWA authorization were completed within one year of the notification of award, an extremely aggressive timeline for any federally funded project. Over the next 3 years, Hennepin County will conduct quarterly monitoring of post-implementation conditions, focusing on traffic volumes and crash data across all modes of transportation to evaluate safety outcomes and share key insights.

The Metro B Line and Lake Street Improvements project was substantially completed on time and on budget in December 2024, and the B Line opened for service in June 2025. Since then, the B Line has served 1 million transit riders, standing as a testament to multi-agency collaboration and investment that has revitalized a corridor to meet community needs. Through thoughtful planning, collaboration, innovative design, and robust community engagement, urban transportation has been transformed by improving mobility and safety and fostering greater connectivity for thousands of people who rely on transit.

# How Parenthood Reframed My View of Infrastructure

Becca Coan, PE, PTOE | SRF Consulting Group, Inc.

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

Infrastructure shapes lives in ways we often don't notice until our own lives change. Before I became a parent, I thought I understood how infrastructure affects people, after all, I've spent over a decade designing streets and sidewalks with precision and purpose. My designs met PROWAG requirements, prioritized safety, and reflected community values. However, parenthood gave me a new lens: more vulnerable, more observant, and more attuned to everyday barriers. The impacts of design decisions are now personal in a way they weren't before. Here are three ways my perspective has changed.

## 1. The Tale of Two All Way Stops

On our daily walking route, there are two all-way stop intersections that illustrate contrasting approaches to curb design and how those differences impact my comfort level and perceived safety. The first was recently reconstructed to include bump outs, which shortened the crosswalk distance and improved visibility. But the redesign also eliminated the space I used for Uber drop-offs or where Amazon trucks could pull out of the travel lane. I wasn't sure if the design was an improvement or not. While it felt safer, it removed a lot of flexibility I had come to see as critical for serving the ever-changing needs of the city. The second intersection has no bump outs and allows parking right up to the stop bar.

When I approach the second intersection, I find myself leaning around parked vans to confirm that oncoming vehicles are actually stopping. I hesitate to push the stroller into the crosswalk, because doing so would put my child in harm's way before me. Even though the design assumes a stopped vehicle can see pedestrians at the corner, the design requires trust that drivers will behave predictably.



*Bump out on Plymouth Avenue, Minneapolis. Image courtesy of SRF*

## 2. The Weight of Mobility

Before becoming a parent, I could leave the house with just my wallet and keys in my coat pocket. I didn't need a bag, and I rarely thought twice about stairs, crowded buses, or long walks to a train station. Now, I'm carrying a diaper bag, managing a stroller, and often holding or wrangling a baby. I still value the convenience and access that transit provides, and I don't want to default to driving everywhere. But using transit has become more physically demanding and logistically complicated.

It's harder to squeeze into crowded buses and trains, navigate stations without elevators, or wait long stretches for service, especially in bad weather or with a tired child. These challenges have reinforced how essential frequent, comprehensive, and comfortable transit is for caregivers, people with disabilities, and anyone who doesn't fit the mold of a solo, able-bodied commuter. Transit should be designed to support all types of riders, not just the most mobile and unencumbered.



Rochester Downtown Rapid Transit Line Station Rendering. Image courtesy of SRF.

### 3. Sustainability Matters Now

Sustainability and green infrastructure have always been part of the conversation in transportation planning, but becoming a parent has made those concepts feel more urgent and personal. It’s not just about doing the right thing for future generations; it’s about improving quality of life today.

The shade trees on my street help limit sun exposure on my newborn’s sensitive skin during walks. The streetlights outside my window affect my baby’s sleep, reminding me that lighting design is about visibility, but also comfort and health. And when an electric bus passes us quietly and without a cloud of exhaust, I’m reminded of the immediate benefits of reducing emissions. These small, everyday experiences reinforce that sustainable design isn’t just aspirational. It’s essential.

### Conclusion

I’ve always believed that what we do as transportation professionals matters. We have the power to shape communities and improve lives. But becoming a parent has reminded me that it’s not just about getting the job done; it’s about getting the job done right. The details we design, the policies we support, and the priorities we set have real, immediate impacts on people’s daily lives. My experiences navigating the world with a child have deepened my commitment to building infrastructure that is safe, inclusive, and sustainable—not just in theory, but in practice.



IndyGo Electric Buses on Red and Purple BRT Lines. Image courtesy of SRF

# Innovative Signal Design and Safety Outcomes in Saint Paul's Jackson Street Bikeway

Matt Pacyna, PE | TC2

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

As part of the Jackson Street reconstruction project completed in 2017, the City of Saint Paul submitted two requests to FHWA for experimental bicycle infrastructure to be included as part of the project. TC2 was tasked with conducting post-implementation reviews of the experimental infrastructure to determine the overall effectiveness, assess key compliance / utilization metrics, and document the findings for FHWA review.

One experiment involved bicycle signal faces and using a 4-section, permissive signal head with flashing yellow indications (for both right-turn arrows and bike indications) to better notify drivers and bicyclists of the potential conflicting movements; the purpose of this experiment was to test the interim approval's requirement that no conflicts were allowed during bike signal phases. The other involved a two-stage turn bike box, which has subsequently been incorporated into the MUTCD.

The traffic signal design implemented along Jackson Street includes one of the two phasing / signal head operations illustrated depending on the presence of a southbound right-turn lane. The review focused on the various signal phases and operations, while reviewing traffic / bicyclist data, crash history, and public feedback.

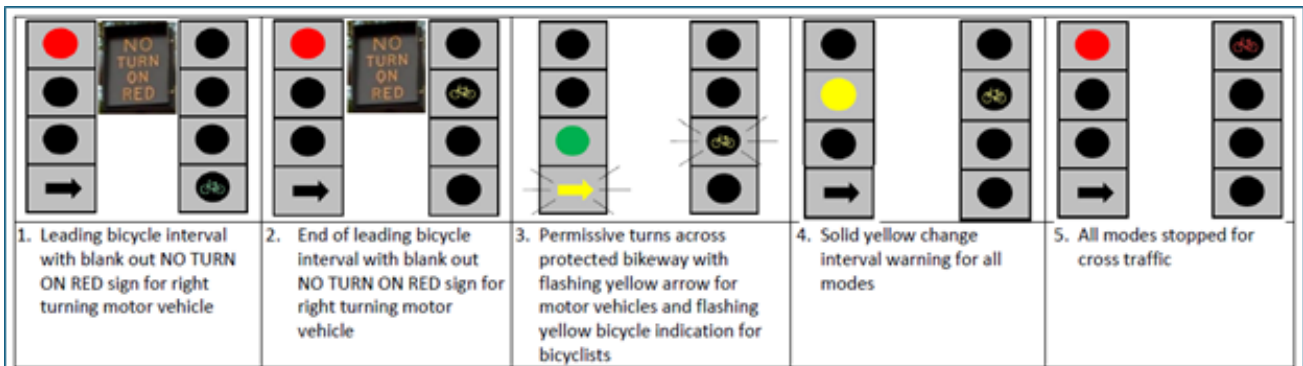


Figure 5 - Proposed Signal Operations for Turning Motor Vehicle Movements that Conflict with the Protected Bikeway at 4th, 9th, and 10th Streets

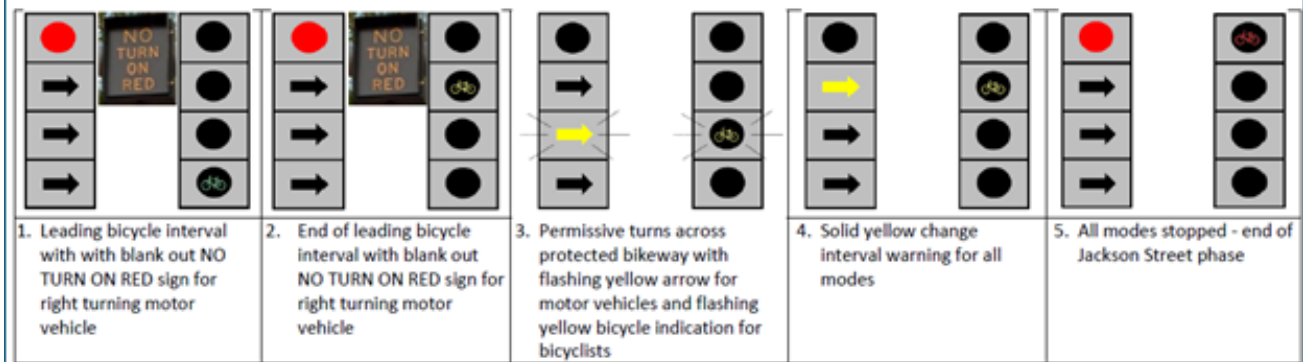


Image Courtesy of TC2

**Approach**

- Bicyclist volumes were obtained using MnDOT's zelt detector installed along the Jackson Street bikeway between 4<sup>th</sup> Street and 5<sup>th</sup> Street, as well as intersection turning movement and pedestrian / bicyclists counts collected as part of this review. Peak activity reached about 185 bicycles per day, while southbound right-turn volumes at the review intersections ranged from 100 to 1,000 vehicles per day.
- To understand the compliance of the dynamic "No Turn On Red" condition, as well as the Flashing Yellow Right-Turn Arrow compliance, approximately 290 southbound right-turn movement interactions were reviewed and categorized as pass or fail.
- The review approach also included assessment of crash history, bicycle-vehicle near-miss interactions, and a public survey.

**Compliance Review Findings:**

- There was about 50% compliance of the dynamic "No Right On Red" when there was a southbound right-turn lane, while compliance increases to approximately 88% without a southbound right-turn lane; this compares to 94%+ compliance for locations with a solid red ball / red bike condition (i.e., without the "No Right On Red" activated).

The flashing yellow right-turn arrow appears to be generally intuitive with nearly a 99% compliance rate regardless of the presence of a southbound right-turn lane.



Image courtesy of TC2

**Safety Review Findings:**

- Frequency of crashes has decreased by 75% following the reconstruction of Jackson Street, while daily traffic volumes have decreased by 40%.
- Only one (1) bicyclist / pedestrian related crash was reported during the past six (6) years at the review locations and it was not related to the experimental signal infrastructure.
- The Jackson Street reconstruction has had a positive impact on overall corridor safety for all users; no safety issues were identified with the experimental signal infrastructure.
- There were eight (8) near-miss conflicts (1.5 seconds or less) along Jackson Street over the 3-day review period, which represent about 0.5% percent of all bicyclist interactions along Jackson Street.

**Public Feedback Findings:**

- A total of 163 respondents completed a targeted community survey, which identified:
  - 75% feel somewhat or very safe biking along Jackson Street
  - 65% feel the Jackson Street bicycle indications are somewhat or very helpful
  - 55% understand what the flashing yellow bike indications mean

**Conclusions:**

- The dynamic "No Turn On Red" signage did not appear to be significantly effective (i.e., low compliance) when there was a dedicated right-turn lane, but compliance increased when there was not a dedicated right-turn lane. The flashing yellow right-turn arrow was effective (i.e., high compliance) regardless of the location / presence of a right-turn lane.
- The flashing yellow bicycle indications appear to be an effective infrastructure technique that increases motorist and bicyclist awareness with no negative impacts to motorist or bicyclist safety.



# TECHNICAL COMMITTEE UPDATE



**Geometric Design Technical Committee**

Committee Chair: **Amanda Vetter** [amanda.vetter@apexenggroup.com](mailto:amanda.vetter@apexenggroup.com)

Recent Agenda Items: No recent meetings.

Future Agenda Items: TBD

Next Meeting: TBD

More info [here!](#)



**Intersection Traffic Control Technical Committee**

Co-Chairs: **Tyler Krage** [tyler.krage@co.dakota.mn.us](mailto:tyler.krage@co.dakota.mn.us) **Michael Odell** [michael.odell@minneapolis.gov](mailto:michael.odell@minneapolis.gov)

Recent Agenda Items: ITCC 494/35W Design Build - Smart Work Zone Management

Future Agenda Items: Different mechanisms for achieving Twice Per Cycle Left Turns, split extensions, ring displacement, and other unique methods from across the area.

Next Meeting: TBD. More info [here!](#)



**Emerging Technologies in Transportation Technical Committee**

Co-Chairs: **Jake Eisinger** [jake.eisinger@washingtoncountymn.gov](mailto:jake.eisinger@washingtoncountymn.gov), **Nathan Wade** [nathan@flowlabs.ai](mailto:nathan@flowlabs.ai)

Recent Agenda Items: Leveraging Big Data and Data Analytics in Signal Optimization: A Case Study with MnDOT: Justin Effinger, PE, PTOE (Mead & Hunt) and Kevin Schwartz, PE (MnDOT)

Future Agenda Items: TBD

Next Meeting: TBD

More info [here!](#)



**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: No recent meetings.

Future Agenda Items: TBD

Next Meeting: TBD

More info [here!](#)



**Planning Methods and Applications Technical Committee**

Committee Chair: **Erik Kappelman** [EKappelman@srfconsulting.com](mailto:EKappelman@srfconsulting.com)

Recent Agendas Items: No recent meetings

Future Agendas Items: TBD

Next Meeting:

More info [here!](#)



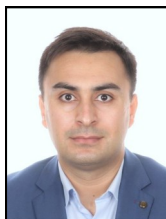
**Traffic Operation and Maintenance Discussion Group**

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

Recent Agenda Items: September 2025 - Tube shiners: What criteria are agencies using for the use of these? How are agencies are planning on maintaining the cat tracks (short skips) in the dual left lanes thru the intersections?

Future Agenda Items: What are agencies using to mark or delineate culvert ends? PTZ Cameras info.

Next Meeting: TBD. More info [here!](#)



**Simulation and Capacity Analysis Technical Committee**

Committee Chair: **Sajid Raza** [sajid.raza@mbakerintl.com](mailto:sajid.raza@mbakerintl.com)

Recent Agenda Items: No recent meetings.

Future Agenda Items: TBD

Next Meeting: TBD

More info [here!](#)



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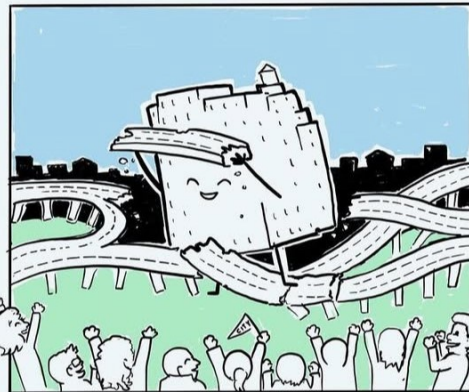
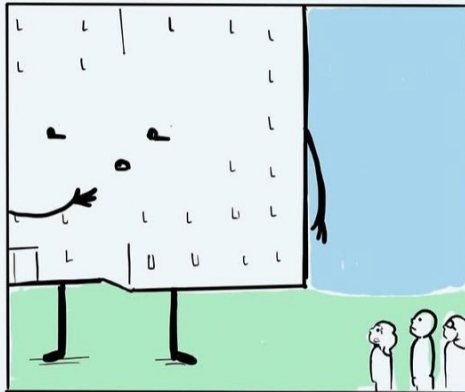
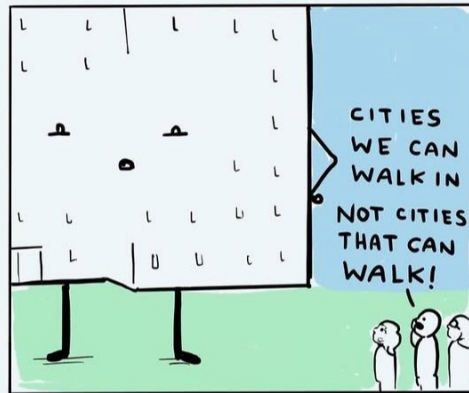
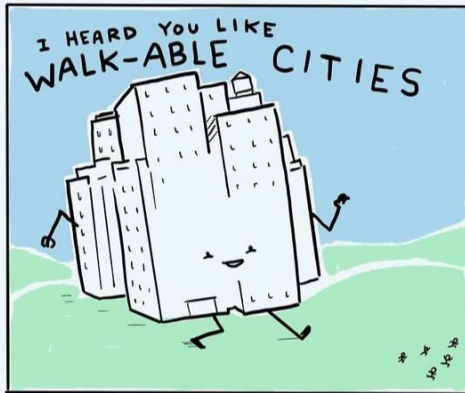


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## MEMBERSHIP UPDATE

### New Members

**Sherif Gaweesh**, University of North Dakota

**Brett Gunderson**, Houston Engineering

**Matt Hardegger**, City of Richfield

**Stasia Jueneman**, TKDA

**Kip Johnson**, Auth Consulting & Associates

**Jaxon Kampshoff**, HDR

**Aidan Kemp**, Ramsey County

**Heather Kienitz**, SEH

**Kao Soua Yang**, MnDOT

**Imran Badshah**, North Dakota State University

**Joshua Crowder**, University of North Dakota

**Robert Fischer**, North Dakota State University

**Jaya Sri Raga Navya Javvaji**, University of North Dakota

**Brody Lewis**, South Dakota State University

**Jason Lundmark**, University of Minnesota

### Moves

**Michael Pawlovich**, HDR, formerly SDSU

**Muhammad Habib**, Upper Great Plains Transportation Institute, formerly TKDA

**AJ Fisher**, Dakota County, formerly Consor

**Adam Rocamora**, Alliant Engineering, formerly SRF

**Jamie Mackey**, Olsson, formerly FHWA

## IN MEMORIAM

Edward "Ed" Charles Bather, Jr. (1967 NCITE President), age 101, of Bloomington, MN passed away peacefully on September 29, 2025. Ed graduated in 1948 with a Civil Engineering degree from the University of Minnesota. Ed's professional life spanned public service, construction, consulting, and real estate. He worked with the Minnesota Highway Department, Johnson Construction, Ziegler Company, and his father's firm E.C. Bather & Associates. In the 1960s, he helped launch Bather, Ringrose & Wolsfeld (BRW), which grew into a respected multi-disciplinary consulting firm. In the 1970s he cofounded Bather, Belrose & Boje (BB&B), a traffic engineering firm that, through later partnerships, became part of Westwood Professional Services, of which Ed was a partner. He also founded Specrotec and Bather Grassland Consultants, influenced by his work at the University of Minnesota. With his strong belief in the value of education, he established a scholarship that gives talented high school graduates a full ride through the U of MN's College of Science and Engineering, helping champion the next generation of engineers and scientists. He will be remembered fondly by many extended family and lifelong friends whose lives he shaped in ways big and small.

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