



## **Quarterly Signal System Users Group Meeting Recap April 12, 2005**

The meeting opened with discussion of the use of the 4-section head with Flashing Yellow Arrow (FYA) for Protected Permitted Left Turns. Charlotte has had one in operation for over seven months. The new installation seems to be a great success. There has been no crashes as of December 2004, but there were a total of 15 (left turn, same roadway) in the three years leading up to the installation of the FYA head. The group observed the operations of a FYA head which was installed in Raleigh in February, 2005 in front of Wake Medical Hospital on New Bern Avenue. One crash has occurred since installation and it was an employee of the hospital. To date the majority of comments regarding operations have been favorable. In an online survey conducted by one of the local TV stations 1/3 of the respondents were in favor, 1/3 were opposed, and 1/3 were undecided.

One of the major discussions of the day revolved around The National Traffic Signal Report Card. It was determined most of the municipalities in attendance had not responded to the survey. Although NCDOT scored in the "D" range, the general thoughts were that North Carolina falls in the higher percentile of traffic signal operations around the country due to the large number of computerized signal systems compared to other states. A formal press release was not planned, but NCDOT is prepared to answer questions as they arise. The need for better ongoing preventive maintenance for both NCDOT and the municipalities present was discussed in detail.

An update was given on the status of several metropolitan signal systems around the state. Currently, there are six systems in construction; two in design, one showing up as funded in the Draft TIP, and one major system previously shown (unfunded) in the last TIP was left out of the current Draft TIP. The state continues to be a leader in transportation technology.

A technical presentation was given by Steve Haney on the determination of appropriate traffic signal cycle lengths and the different software tools available. It was noted that in many cases, the measured saturation flows could be less than the flow rates assumed by the particular program being run. Fine tuning system timing after field implementation is essential to providing a well-coordinated system.

System detector archiving was discussed. Neither NCDOT nor the municipalities are using any widespread programs to routinely collect traffic data from existing system detectors. The

discussion focused on how valuable this information could be in analyzing trends in traffic volumes and for use in evaluating/updating system timing plans.

If you have additional questions or comments regarding the meeting please contact Buddy Murr [gmurr@dot.state.nc.us](mailto:gmurr@dot.state.nc.us) / office 919-733-5574 / pager 919-507-7379.