

STATE OF TEXAS

COUNTIES OF POTTER AND RANDALL

ON the 20th day of November, 2013, the Amarillo Traffic Commission met at 1:40 p.m. in regular session in the Traffic Field Office in the City of Amarillo Service Center, 800 S.E. 23rd Avenue.

Traffic Commissioners present were D. J. Stubben, Dean Downey, Charlie Graham, Barbara Richardson and Walt Kelley. Members Craig Gualtiere, Steve Rogers, Mark Nair, and Frank Nelson were absent. Staff members present were Jerry Bird, Traffic Engineer, David Szmagalski, Traffic Operations Technician, Lt. Ken Albright, Amarillo Police Department, and Judy Alexander, Recording Secretary.

Commissioner Stubben established a quorum and called the meeting to order at 1:40 p.m. The following items of business were conducted:

1. **Approval of the October 16, 2013, Minutes:**
Commissioner Downey made a motion to approve the minutes of the October 16, 2013, meeting. Commissioner Richardson seconded the motion, and motion carried unanimously.

2. **Program:**
Jerry Bird, Traffic Engineer, gave an overview of the traffic signal operating system. He reported there are 264 traffic signals in Amarillo, and he explained how different systems are used at various intersections with the city. He stated that traffic signal controllers can operate in three modes: pre-timed, semi-actuated, and fully-actuated, the difference being in the detectors. Traffic signals can also operate in coordinated modes or uncoordinated modes, the difference being operational with the aid of a master controller.

He explained the three general types of traffic signal detection: loop detectors, video detectors, and radar detectors. Conflict monitors are safety devices that monitor the traffic signal for conflicts and will put the signal in flash if any conflict is detected. Traffic signal cabinets contain the traffic signal components in a protected environment.

He stated that a traffic signal is a capacity restrictor, not a safety device. Approximately 2000 vehicles can travel in an unrestricted traffic lane in an hour, and a traffic signal will cut that capacity in half.

He gave a summary of the red light camera system, which is installed at some of the higher volume intersections in the city. When a red light running offense occurs, the cameras installed at the intersections take three still pictures and a video of the incident.

He gave a demonstration of the Synchro computer software, which is a traffic engineering software program used for signal system optimization.

Michael Padilla, Traffic Field Superintendent, gave a tour of the Traffic Field Office. He showed members a traffic control box and explained that a similar one is used at every intersection with a traffic signal. He pointed out the traffic signal communication tower on the roof of the Service Center. He reported that the Traffic Field Office presently has one mast arm signal trailer and two more have been ordered. He explained that they will be used at intersections that need temporary traffic control, typically at intersections where the signal was damaged in an accident. In 2013, he said as many as five signal trailers were needed at one time.

3. **Public Forum:**

Commissioner Stubben asked if anyone would care to speak on any traffic issue. No one came forward to speak.

The meeting was adjourned at 2:45 p.m.



D.J. Stubben, Chairman