

Traffic Light REPORT

The magazine for traffic technology



HOW IT HAS TO BE!





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Dear readers,

For many years, I have been involved in product development at RTB in the field of traffic light systems, specifically for the acoustic units and buttons products and, from the very beginning, for LOC.id. Digital progress offers great potential, especially in the area of accessibility for blind and partially sighted people.

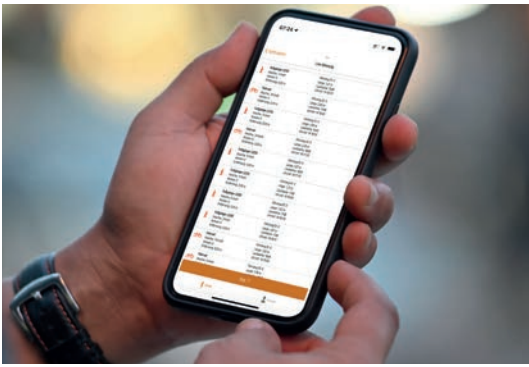
It is therefore important for us to keep our ear to the market. After all, it has been shown time and again how important direct customer contact, practical experience and user feedback are for development. Even if this sometimes leads to additional work in the form of improvements and field work, we are happy to take on these challenges because they help us to push our developments forward.

Personally, I am delighted to see how our LOC.id products contribute to improving mobility and participation for people with special needs through user feedback.

We continue to welcome your feedback and incorporate your ideas into our future developments.

We hope you enjoy reading

Dominik Sprenger



KNOWING WHAT'S ROLLING - TWO-WHEELERS IN VIEW

The good intentions are still there, the weather is getting better and more people are getting on their bikes. As a sustainable, environmentally friendly means of transport, cycling is becoming increasingly popular here, too, and there is more activity on cycle paths than there was a few years ago. The integration of cycling into existing traffic concepts is the task of traffic planning and must be considered across several disciplines.

The basis for this is reliable data, and the RTB TOPO.bike bicycle detector provides this with a detection rate of 95% when detecting individual cyclists and when resolving groups. TOPO.bike is also very reliable when it comes to detecting pedestrians, with a very high detection rate of over 80%. Of course, we are constantly working on improving the detection rates, which will be made available in future software updates.

The first ten TOPO.bike systems will go into operation at the end of April, with more already planned.

The system is currently particularly suitable for use on cycle paths or mixed cycle/walking paths. Development is underway to enable the system to be used in mixed traffic.

The system can be set up and controlled quickly and easily via the TOPO.app. In addition, the recorded data can be evaluated and further processed via the familiar DD.web platform. It is also possible to provide live data via an MQTT interface to a traffic light control unit.

WE LOOK FORWARD TO YOUR FEEDBACK AND THEN: GET ON YOUR BIKE!





Dominik Sprenger welcomes the employees of the City of Cologne to the training on traffic light systems at the RTB training center in Kamen



In his role as Minister of Transport for the state of North Rhine-Westphalia at that time, Hendrik Wüst was already very interested in RTB's touchless push button in 2020.

DÜSSELDORF | COLOGNE | BERLIN | MUNICH

THE WAY IT SHOULD BE - YOUR OPINION COUNTS

In our industry, traffic technology, it's not just about developing new systems to make traffic safer and more efficient, it's also about tailoring those systems to the needs of users. This is precisely why your opinion is so important to us, because your feedback is much more than just a way of measuring satisfaction. It is a compass that helps us to continuously improve our products and services.

Technological innovations in the field of traffic technology offer enormous potential for optimizing traffic flow and making people's everyday

lives safer and more comfortable. However, as with any technological innovation, it is crucial how it works in practice - and how it is accepted by users. This is where your feedback comes in.

Your feedback provides valuable insights into how new technologies work in real-world environments, where there are barriers and which additional features would be useful. This information enables us to continuously adapt our products and ensure that they are not only technically mature, but also meet the real needs of the market.



BOLDLY

LEADING THE WAY

The best example of the importance of customer feedback is the touchless radar push button. Developed during the pandemic with the aim of incorporating it into municipal hygiene concepts, the response to the „keep your distance“ situation was swift. Düsseldorf was the first city in Germany to use the touchless version in a field test, followed bravely by Cologne and now Berlin. These cities have made a special contribution to the continuous improvement of the push button. The city of Cologne, for example, was our guest during product training sessions. But we were also able to learn something new, as direct feedback from the field of application made it clear what was important when using the push button

at traffic lights. We also received feedback on the functionality of the radar buttons from the City of Cologne until all requirements were met and we now have a product that other cities and municipalities can also benefit from. This shows how important it is to have courageous people who are prepared to facilitate field testing, accept criticism and pass it on constructively so that mature, ready-to-use product solutions are the result.



CAPITAL ON THE RADAR

A very special application for the touchless radar push button is now waiting at Strausberger Platz in Berlin. The traffic light systems there are not only being completely equipped with push buttons, but also barrier-free with acoustics. In keeping with the diversity of the city, the focus here is also on the variety of product options, as instead of the usual yellow push buttons, the black version with LED-illuminated rings on the sides will be used. So, at a large, busy crossing area state-of-the-art technology will be used

to ensure that pedestrians can cross the road quickly, safely and without contact. The radar push button automatically detects pedestrians waiting at a pre-defined distance and requests the green phase - reliably and safely, even in winter conditions.

The "Berliner Eisbären" can even cross the road safely without protective gear, which is not possible when playing ice hockey.



Many people dream of playing for a professional ice hockey team! For Lauritz, this dream may come true. His passion for hockey began at an early age, when he was just three years old. Initially on inline skates in the gym, his path led him from the Paderborn Rogues to the ice hockey section of TSVE Bielefeld and on to Berlin. At the age of nine, the move to the capital was imminent and there was a big question mark over whether and how he would be able to continue his passion. But after a first trial training session with the U11 team of Eisbären Juniors Berlin, all the levers were pulled and it worked. Since then, Lauritz has been playing successfully for the Eisbären and has had the opportunity to compete in many national matches. Meanwhile, his dream has come true and he and some friends are attending the Berlin Schul- und Leistungssportzentrum in Hohenschönhausen. We are sure that we will be hearing a lot more from him in the future.

RTB has been supporting young talents in sports for a long time and also support Lauritz and his sport.



BARRIER-FREE CONSTRUCTION SITE



Construction sites, especially when they are on footpaths, are a major obstacle and safety risk for blind and partially sighted people. It is particularly difficult for this group of people to find the designated bypasses, as there are no acoustic and tactile signals to indicate the start and end of a construction site and simple site fences can cause long canes to get caught in them. Confusion and, unfortunately, injuries are the order of the day. But thanks to digital solutions, there is another way. The LOC.id technology on the affected person's smartphone uses Bluetooth® to ensure that construction site equipment, such as the lights on the construction site beacons, emit acoustic orientation signals at the start and end of a bypass. When a blind or partially sighted person approaches, the acoustic signals are activated and the staggered timing allows to re-



cognize the inner and outer guidelines. This allows passers-by to identify the safe side facing away from traffic. Other safety devices at construction sites can be, for example, protective strips for barriers for the blind so that they can be detected with a long cane. There are many ways to make construction sites safer for people with special needs and it is high time that they became commonplace. In order to achieve this, a special working group has been set up under the umbrella of the German Road and Transportation Research Association (FGSV) with the title "Hinweise zur Gestaltung von barrierefreien Arbeitsstellen".

INCIDENTALLY,

the city of Osnabrück has used LOC.id to secure construction sites in a first field trial and has reported positive results. The first large-scale deployment will now take place in Hanover, the capital of Lower Saxony, where the Bleekstrasse is being renovated in the immediate vicinity of the State Education Centre for the Blind. The aim is to gain extensive experience on a large scale.

The topic will also be discussed in more detail at the 11th „Deutschen Straßenausstattertag“ from February 19 to 20, 2025 in Cologne. You will find stand E04 of the Open Smart Mobility Network “Barrier-free construction site” in hall 10.1, where solutions will be presented and discussed.

Are you interested?
We look forward to seeing you at the Congress Center East of the Cologne Trade Fair.



GREEN PHASE EXT



LOC.ID
PILOT PROJECT

IN MUNICH



EXTENSION FUNCTION



Almost 100 German cities are already using LOC.id technology. Interest is also growing internationally. In particular, traffic lights are being equipped to make it easier for blind or partially sighted people to find the masts by increasing the volume of the orientation tone as needed. As part of a pilot project in the Bavarian capital of Munich, the needs-based extension of the green phase for people with reduced mobility is currently being tested at six intersections. All that is needed is the LOC.id app, which is available free of charge for Apple and Android. In order to use the additional green phase extension function, registration and proof of actual need are required. This can be done directly in the app or via the Smart Mobility Services GmbH service hotline. Detailed instructions can be found on the website:

www.sms-start.de/support.



The group of people entitled to the green phase extension includes people with physical disabilities and other mobility-impaired groups with the "G" or "aG" mark on their official disability card.

As soon as an authorized person with the function activated on their smartphone approaches a suitably equipped traffic light system, the app communicates with the system via Bluetooth®. This automatically sends a signal that extends the green time by a few seconds at the next green phase. This extra time makes it possible to cross the road comfortably, safely and stress-free, thus making a further contribution to barrier-free participation in public spaces.

By the way: The City of Munich also offers supervisors of children's groups or school classes the opportunity to take part in the pilot project by prior arrangement. This is because it is particularly important for larger groups to have enough time to cross the road without rushing. The targeted extension of the green phase is a practical way of making road traffic more pleasant for children, too.

More information can be found on the project's website:



<https://muenchenunterwegs.de/angebote/laenger-gruen>

TRADE FAIRS 2025

FAIR	PLACE	DATE
DeuSAT	Cologne	19. - 20.02.2025
Bau und Betrieb von PH und TG	Cologne	08. - 09.04.2025
SightCity	Frankfurt	21. - 23.05.2025
PARKEN	Wiesbaden	25. - 26.06.2025
ITS World Congress	Atlanta	24. - 28.08.2025



TOUCH ME!

PECUNI parking ticket machines can now be operated via a modern touch display. The first machines with the new display are already in use internationally in Italy and we are looking forward to the feedback. Of course, RTB also offers retrofits with the new touch display, so that existing parking ticket machines can be upgraded quickly and effectively without having to replace

the entire machine. In addition, a keypad can be shown on the display, which is particularly useful where licence plate entry is required, e.g. in caravan parks or car parks with licence plate recognition.

Would you also like to switch to touch operation? Contact us to discuss the various options.



RTB

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