

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

January 19, 2000
MAG Saguaro Room, 3rd Floor
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

Steve Hogan, Scottsdale, Chairman	David Sabers for Jim Book, Glendale
Brian Latte, Chandler	Ellis Perl, Surprise
*Tami Ryall, Gilbert	* Jim Decker, Tempe
Dale Thompson, Maricopa County	Tim Wolfe, ADOT
Alan Sanderson, Mesa	Alan Hansen, FHWA
Mike Frisbie, Phoenix	* Richard Traill, Phoenix Aviation
Scott Miller, RPTA	Scott Nodes, Peoria

* Not present or represented by proxy

OTHERS PRESENT

Don Dey, TransCore	Paul Randall, ASU
Bob Ciotti, Phoenix Transit	Sarath Joshua, MAG

1. Call to Order

The meeting was called to order at 9:05 a.m. by Chairman Steve Hogan.

2. Approval of December 15, 1999 Meeting Minutes

Alan Sanderson moved, Dale Thompson seconded, and it was unanimously carried to approve minutes of the December 15, 1999 ITS Committee meeting.

3. Call to Audience

Chairman Hogan made a call to the audience providing an opportunity to members of the public to address the ITS Committee. Chairman Hogan noted that there was no response from the audience.

4. Program Manager's Report

! Committee members were informed that there are five (5) ITS projects programmed to be obligated during FY 2000. Attending members provided the following updates:

Maricopa County - Upgrade AZTech Data Server (\$471,500): Dave Wolfson at the County is working with Computran in moving this project forward

Chandler - Traffic Signal Intertie (\$ 280,000): Brian Latte reported that the DCR is expected to be submitted to ADOT next week.

Gilbert - Install Traffic Control System Phase 1 (\$ 805,700)

Glendale - Install Signal System Phases 1 & 3 (\$1,237,835): SAIC is working on the concept report. Next contract, design of the signal system, will be completed by July/Aug 2000

Peoria - New Traffic Signal System Plans & Specs (\$ 329,000): Scott Nodes reported that ADOT has requested additional information.

- ! Members were briefed on the upcoming ITS America Workshop on ATIS Data Collection Guidelines to be held in Scottsdale on Feb 9-10, 2000.

5. Signal Priority/Preemption for Transit

Chairman Hogan pointed out the importance of having the committee discuss this subject. Sarah Joshua indicated that the in-state expert on this subject, Dr. Larry Head of Gardner Associates could not make this meeting due to a schedule conflict. Preemption is considered to cause disruptions to signal progression that remain within the system for long period of time. Priority seems to provide a quicker recovery. He outlined criteria used in intelligent bus priority concepts such as:

- ! schedule adherence
- ! lateness threshold
- ! headways and bus occupancy
- ! AVL based bus location and expected travel time to intersection

An open discussion ensued among committee members on the pro's and con's of transit priority. Mike Frisbie pointed out that it takes about 4-5 signal cycles for the system to recover from a preemption. Of the 900 signals in Phoenix only 9 signals are equipped to handle preemption calls. Responses to a question by Chairman Hogan on how many cities have Opticom emergency vehicle preemption systems indicated that Tempe, Mesa, Chandler, Glendale, Scottsdale and Phoenix have emergency vehicle signal preemption systems.

Alan Sanderson indicated that the Mesa traffic signal system receives nearly 250 fire preemptions each day. Mesa policy is to provide preemption only for Code 3 calls. Scott Nodes stated that Portland, Oregon, has recently completed transit priority project. Don Dey(SAIC) indicated that City of Los Angeles also studied transit priority in a coordinated corridor. He also stated that a Toronto study showed many benefits of priority over preemption. Alan Hansen suggested a look at transit priority in a corridor. The light rail study is looking at individual intersections and not considering input to the system.

Since there was a lot of interest and many questions on transit priority, Chairman Hogan suggested a workshop on this topic at a later date. Tim Wolfe asked if this was a city or a regional issue. Steve Hogan and Mike Frisbie commented that there is a need to look at this issue regionally. Mr. Wolfe informed the committee that Pima Association of Governments have made this a regional issue and is providing funds to the cities to implement Opticom. Fire departments are using their own funds to equip trucks.

6. Status of Real Time Adaptive Traffic Control

Sarath Joshua informed members that unfortunately Dr. Mirchandani from University of Arizona to could not participate in today's meeting. He described the successful testing of the RHODES real-time adaptive traffic controller at Rural Road and US 60 intersection in Tempe, in November 1999. He informed the committee that although this event has not been publicized it is perhaps the worlds first real-time controller. Tim Wolfe provided further details of the RHODES test.

7. Status Reports by Committee Members of ITS Activities

Scott Miller briefed the committee on an RPTA application for \$ 5 million in federal discretionary funds. If successful this will enable RPTA outfit 600 buses with AVL and purchase a new Computer Aided Dispatch system.

Tim Wolfe informed the committee about a meeting he attended with DPS on a fiber optic connection from ADOT to DPS and a virtual TOC. He also indicated that the Governor's Vision 21 Task Force is looking for new ideas on transportation and have asked for white papers, briefings, and presentations in five specific areas:

- ! Traffic Signal Synchronization
- ! Freeway Management System
- ! High Occupancy Toll lanes and Demand Management Strategies
- ! Incident Management
- ! Intelligent Vehicle Initiative

Mr. Wolfe indicated that ITS Arizona will be taking the lead on this.

8. Next Meeting Date

The date for next committee was announced as 9:00 A.M. on February 16, 2000.

9. Adjournment

Chairman Hogan adjourned the meeting at 9:55 a.m.