

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE**

**June 5, 2002  
MAG Cholla Room, 2nd Floor  
302 North First Avenue  
Phoenix, Arizona**

MEMBERS ATTENDING

*Jim Book, Glendale	Bruce Dressel, Scottsdale
Alan Sanderson, Mesa	Jim Decker, Tempe
Mike Mah, Chandler	*Tim Wolfe, ADOT
Bruce Ward, Gilbert	Scott Nodes, Peoria
Dale Thompson, Maricopa County	Chuck Hydeman, Goodyear
*Bob Steele, Phoenix	Mary Kihl, ASU
Bob Ciotti, RPTA	Alan Hansen, FHWA
*Terry Conner, DPS	*Michael Smith, Avondale
Ellis Perl, Surprise	

OTHERS PRESENT

Arthur Dock, Mesa  
Brian Latte, Chandler  
Don Wiltshire, MAG Associate  
Anne McCracken, RPTA  
Sarath Joshua, MAG

\* Not present or represented by proxy

1. Call to Order

Acting Chairman Alan Sanderson called the meeting to order at 10:10 AM.

2. Approval of May 2, 2002 Meeting Minutes

Chuck Hydeman moved and Dale Thompson seconded, and it was unanimously carried to approve minutes of the May 2, 2002 ITS Committee meeting.

3. Call to Audience

Chairman Sanderson made a call to the audience providing an opportunity to members of the public to address the ITS Committee. There was no comment from the audience.

#### 4. Program Managers Report

- Concept of Operations Project: The selection panel interviewed two consultant teams, IBI Group and Kimley-Horn & Associates on May 7<sup>th</sup>. The panel selected the team led by Kimley-Horn & Associates. They were recommended to the Management Committee on May 8<sup>th</sup> and Regional Council on May 22<sup>nd</sup>, and were approved.
- Schedule for ITS On-Call RFQ: The current schedule for launching this project was announced as Fall 2002
- Due to the uncertainties associated with reauthorization, a decision has been reached at MAG, not to go ahead with programming CMAQ for new projects for FY 2008. In response to questions from Dale Thompson and Chuck Hydeman, it was clarified that projects will be programmed for FY 2008 during the TIP process in 2003.
- A partnership between Phoenix and Mesa has resulted in the first public sector owned 800 MHz digital trunked radio system in the region. At nearly all recent discussions on emergency management the need for an effective regional radio communications system have been identified. This partnership has been nominated for a Desert Peaks Award for public sector partnerships.
- ITS America announcement of the Orbital selection for Vehicle Management System contract. Bob Ciotti explained that this project will provide a new radio system for Phoenix and Tempe and Mesa, GPS,AVL, a new Computer Aided Dispatch system.
- USDOT is planning to release an RFP on infostructure model deployment. Alan Hansen said that it will be released in a few weeks.

#### 5. Traffic Signal Preemption by Emergency Vehicles

The purpose of this discussion was to get a better understanding of issues related to traffic signal preemption in the region. This issue has become particularly important due to the fact that Phoenix is planning to implement preemption at 400-500 intersections and also the likelihood of transit and LRT priority at intersections. A table was distributed showing the current status of preemption in the region.

Jim Decker introduced Arthur Dock as the person who is leading an effort to organize the practice of signal preemption across the region. Jim Decker explained some details of the systems in use and their differences. He said that the two main issues are, hardware compatibility and functional issues related to operations. He elaborated on the coded operation. Mr. Decker reported that the East Valley Signal Committee has concluded that as the signals become more dense there is more opportunity to misuse by electronic wizards and fire department officials. A project that was approved by this committee will provide additional equipment for Chandler fire trucks so that they can operate in Mesa across the border. This is a practical solution for small number of vehicles. In the case of Phoenix having a large number of intersections under preemption a more practical solution is to add instruments only the trucks that are likely operate in non-compatible areas.

The discussion also focused on signal indications and the pro's and con's of various

preemption verification methods.

Sarath Joshua pointed out that signal preemption used for accommodating emergency vehicles results in some degradation of the system operation. As the number of preemptions per day keeps going up the job of operating the traffic signals efficiently becomes more challenging. This being the primary reason for opposing preemption by police and others.

Jim Decker stated that Mesa is at 300 preemptions per day and Tempe at 200. He further stated that with LRT and Transit priority being discussed the issue of preemption will become more critical and members of the committee ought to become better acquainted with the issues. Sarath Joshua asked with AVL becoming standard in many fire trucks if that can also provide the information that is gained from coded operation. Arthur Dock said that Phoenix tested a similar product. Mike Mah pointed out an issue related to signal indication during preemption. There was also discussion on preemption range, ped clearance and various schemes for preemption confirmation.

6. Definition of ITS Smart Corridors in the MAG Region

The discussion centered around the definition of smart corridors, that went back to the MAGIC study of 1992. Sarath Joshua stated that the 24 AZTech Smart Corridors were based on the MAGIC corridors. He further stated that there are new smart corridors being added as regional ITS projects and there is a need to have a better definition for what Smart Corridors are. Alan Sanderson stated that this need was acknowledged during the Strategic Plan Update process. Jim Decker stated that the Smart Corridor concept is valid and defined such a corridor as one that better data gathering, monitoring and getting information back to users. Tempe is trying to accomplish a lot of this. He stated that we are attempting to do a lot of is in parts rather than focusing. Others commented that the Concept of Operations will give a better idea of what we need to do to on these routes. Dale Thompson stated that when it started this was all conceptual but now the first eight corridors are fully implemented we are seeing results. He further stated that redefining Smart Corridors is a high priority for AZTech Executive Committee, and a meeting on June 12<sup>th</sup> will look at this issue for existing AZTech corridors. One of the questions that will be asked on the 12<sup>th</sup> is what is the best process for addressing operations on Smart Corridors. Sarath Joshua agreed with what Dale Thompson suggested but mentioned that the MAG ITS Committee is responsible for defining any new Smart Corridors in the region. Mike Mah asked if Phase 1 Smart Corridors are being used well. Dale Thompson replied that how they are being managed varies from agency to agency. The consensus was to wait and see what comes out of the June 12<sup>th</sup> meeting.

7. Status Reports by Committee Members

Alan Hansen announced that the ADOT research budget has been reduced due to some of the funds going to ADOT's NCHRP contribution. Some of the ATRC ITS projects on the current list that is affected by this funding change are for this region and he asked if member agencies would consider making contributions for these projects. Mike Mah announced that the Chandler TMC and ICON system will be completed soon. Chuck Hydeman said that the DCR for the Litchfield Road ITS project has been sent to ADOT and Goodyear has

signed an IGA with ADOT to take over the Goodyear Road/I-10 interchange signals. Jim Decker reported that Tempe has begun laying conduit across the Rio Salado. Dale Thompson reported that the REACT program is steadily expanding across the unincorporated areas of the county. Alan Sanderson reported that the new Mesa TMC is out for bid. Chairman Sanderson also thanked Brian Latte for his almost four years of services on the committee representing the City of Chandler.

7. Next Meeting Date

Next meeting date was announced as 10:00 AM on Thursday August 15, 2002.

8. Adjournment

The meeting was adjourned by Acting Chairman Alan Sanderson at 11:30 AM.