

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

March 6, 2007  
MAG Cholla Room, 2nd Floor  
302 North First Avenue  
Phoenix, Arizona

MEMBERS ATTENDING

Debra Barker for Scott Nodes, ADOT	Faisal Saleem for Nicolaas Swart,
*Mary Kihl, ASU	Maricopa County
Kelly LaRosa, City of Avondale	Alan Sanderson, City of Mesa
*Thomas Chlebanowski, Town of Buckeye	Ron Amaya, City of Peoria
Mike Mah, City of Chandler	*Ron Doubek, City of Phoenix
Mike Lockhart, DPS	Bob Ciotti, Phoenix Public Transit
*BJ Cornwall, City of El Mirage	*Michael Pacelli, Town of Queen Creek
Alan Hansen, FHWA	Bruce Dressel, City of Scottsdale
Ken-Ichi Maruyama, Town of Gilbert	Brian Moberly for Nicholas Mascia, City of Surprise
Debbie Burdette, City of Glendale	Jim Decker, City of Tempe
Luke Albert, City of Goodyear	Arkady Bernshteyn, Valley Metro Rail

OTHERS PRESENT

Leonard Robacic, TTI	Adam Olguin, PBS&J
Ryan Longmire, TTI	Armand Ciccarelli, PBS&J
Shawn Turner, TTI	Pierre. Pretorius, KHA
Lydia Warnick, ADOT	Micah Henry, ITS Engineers
Nolan Hess, Transcore	Wang Zhang, MAG
Dave Chambers, Transcore	Sarath Joshua, MAG
John Grant, Transcore	Kiran Guntupalli, MAG
Milt Coleman, KCS-system	
Leo Luo, MAG	

\*Not present

1. Call to Order  
Chairman Allen Sanderson called the meeting to order at 10:08 AM.
2. Approval of February 7, 2007 Meeting Minutes and Introductions  
After a few corrections, Debbie Burdette moved to approve the minutes, Mike Lockhart seconded and it was unanimously carried to approve the minutes of the February 7, 2007 ITS Committee meeting as corrected.
3. Call to Audience  
Chairman Alan Sanderson made a call to the audience providing an opportunity to members of the public to address the ITS Committee. No comments were received from the public.
4. Project Proposal to USDOT on Intelligent Transportation Systems - Operational Test for

### Congestion Mitigation (ITS-OTMC)

Sarath Joshua briefed the committee the background of the proposal and presented the project concept for the proposal that will be submitted to USDOT for ITS-OTMC award. The focus will be implementing Integrated Corridor Management (ICM) under Urban Freeway Construction zone. The project limit will be from Central Avenue to Loop 303, from McDowell road to the north and MC 85 to the south. Phase A of the proposal will be ICM strategies under I-10 widening. Phase B is the ICM operation after construction. With the efforts from MAG and City of Phoenix, Phoenix has decided to participate in the project. Currently, MAG is working with all the other involved member agencies to prepare the proposal. The ICM planning project in MAG Unified Planning Work Program (UPWP) will be used to hire an on-call consultant to develop the proposal. The first three tasks including the development of the proposal will be issued. Sarath Joshua also introduced the priority strategies discussed in the ICMS working group meeting. He mentioned that if the proposal is not selected by USDOT, additional funding has to be explored since the funding in MAG UPWP is only for planning. A possible funding source may come from the arterial ITS funding in 2013, which could be accelerated to 2008. An action is required from the ITS committee to MAG management committee to approve MAG for preparing the ITS-OTMC proposal. Alan Hansen from FHWA commented that the first priority strategy discussed in the ICMS working group should be improving travel information. Debbie Burdett asked if the potential funding source, in case the proposal is not selected, is part of the recommendation that the ITS committee should make. Sarath Joshua explained that this part is just for committee discussion and not part of the recommendation that the committee needs to make right now. Mike Mah commented that little can be done on the transit side if the proposal is not selected and only the 5.3M arterial funds can be utilized. Sarath Joshua introduced the scope of work for the first three tasks that will be issued to the on-call consultants. The discussion on how to fund the project will be carried out after the proposal is submitted. Alan Sanderson asked if the FMS covers the aforementioned project limit. Debra Barker stated that although the I-10 widening project had been accelerated, FMS along with the segment was not accelerated. It is in RTP but will not be implemented until 2017. Sarath Joshua added that it is proposed that lease lines and wireless communications be used in the project until FMS catch up. **Alan Hansen moved, Faisal Saleem seconded and it was unanimously carried to approve MAG for preparing the ITS-OTMC proposal, Urban Partnership Agreement and related project development approach.**

#### 5. Program Managers Report

Sarath Joshua addressed the following items in his report:

- TSOP program

MAG has received the fee proposal from all the consultants. It is expected that the Task Orders will be issued in early March.

- ITS communications plan

MAG also received the cost proposal from the consultant. A task order will be issued next week.

- Wireless Access to Freeway Travel Information

Sarath Joshua mentioned that Texas Transportation Institute (TTI) just started the project. It should be completed by September.

#### 6. Accuracy Evaluation of ADOT Freeway Management System (FMS) Traffic Detectors

Shawn Turner from TTI made a presentation on the MAG project completed by TTI. It is observed that the Loop detectors have an average count error of 3% during off-peak and 5% during peak hours. The average speed error is 6%, 7% respectively. The PADs have an average count error of 24% during off-peak and 34% during peak hours. The average speed error is 11%, 26% respectively. Other types of detectors are also mentioned in the presentation. Study on how accurate PADs can achieve through calibration is underway. Sarath Joshua commented that ADOT maintenance group is unable to keep up with the calibration requirements. Over 90% of the PADs application around the country is in ADOT. However, ADOT also has the concern on maintaining the loop detectors. Sarath also mentioned that Arizona Transportation Research Center (ATRC) is conducting projects in finding alternative detectors for FMS. Mike Mah expressed his concern on the error rates of the detectors and asked if ADOT published documents relied on these detector data. Shawn Turner mentioned that the ADOT TPD is aware of the error rates and did not use the FMS data for published documents. The impact on the speed map on ADOT 511 website is minimized due to the wider speed range each color represents. However, more accuracy data is required if the region tries to utilize the data more intensively. Mike Mah commented that the mix use of PADs and loops also created data inconsistency. Debra mentioned that loop detectors are put under the pavement for all new constructed freeways in the region.

7. Smart Corridor Coordination Project

Sarath Joshua briefly the committee the background of the smart corridor coordination project. A total of \$250,000 is available for this project. Alan Sanderson asked if there is any arterial travel time or travel information application in the region similar to the application in Bellevue, WA. Faisal Saleem suggested a pilot study on technologies to provide travel information on the arterial streets. He commented that travel speed, travel time, volume, etc. can all be considered being put on the real-time map depending on if it's appropriate. Sarath Joshua commented that if the pilot study is conducted, it would be necessary to carry out on the arterials that have the ITS infrastructure such as DMS, traffic data collection in place. Faisal mentioned that Bell road could be an alternative since most of the required infrastructure is in place. Sarath suggested a study to explore different ITS applications on arterials and follow by implementation as a pilot test. Ron Amaya mentioned that the thunderbird traffic signal optimization project application was not able to reach MAG. Sarath Joshua mentioned that new round of TSOP will be programmed into the TIP. The thunderbird project can be put into the next year if it can be delayed. Jim Decker suggested that the thunderbird project should have higher priority over the pilot study project. Alan Sanderson, Ron Amaya, Jim Decker and Faisal Saleem volunteered to form a working group to develop the scope of work for the corridor ITS application pilot project. The discussion will be carried out via email. An action on assigning part of the smart corridor project funding for Peoria thunderbird TSOP project will be brought to the next committee meeting if necessary. Otherwise, MAG will commit the funding for the thunderbird project.

8. Status Reports by Committee Members of ITS Activities

Jim Decker mentioned that field test on light rails will begin in 30 days and the power lines on the one mile section are in place. Ron Amaya mentioned that Peoria received a field site survey report on wireless communication from traffic signals to fiber backbone for traffic signal system. Faisal Saleem briefed the committee on the Bell road after study. Brian Moberly introduced the Surprise TMC construction progress. Arkady Bernshteyn briefed the committee the light rail field test from 48<sup>th</sup> Street to Tempe Town Lake and the fare collection component with Phoenix Public Transit. Mike Mah mentioned that Chandler City

Council approved the expansion on photo enforcement for red light running and speeding. Ten priority sites with high crash issues will have signs and speed data boards warning the public.

9. Next Meeting Date

Next meeting date was announced as 10:00 a.m. on Wednesday, April 11, 2007.

10. Adjournment

Chairman Alan Sanderson adjourned the meeting at 11:45 AM