

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

December 3, 2003
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	Pankaj Gupte for Tim Wolfe, ADOT
Mike Sutton for Bruce Ward, Gilbert	Scott Nodes, Peoria
Nicolaas Swart, Maricopa County	Don French for Chuck Hydeman, Goodyear
Bob Steele, Phoenix	Mary Kihl, ASU
Bob Ciotti, RPTA	Alan Hansen, FHWA
Iven Wooten for Terry Conner, DPS	*Dennis Murphy, Phoenix Aviation
Bob Maki, Surprise	*Michael Smith, Avondale
*Carrol Reynolds, Buckeye	

OTHERS PRESENT

Pierre Pretorius, Kimley-Horn Associates	Xiao Qin, MAG
Sarath Joshua, MAG	Brent Crowther, Kimley-Horn Associates

* Not present or represented by proxy

1. Call to Order

Chairman Jim Book called the meeting to order at 10:03 AM.

2. Approval of November 5, 2003 Meeting Minutes

Alan Sanderson moved and Mike Mah seconded, and it was unanimously carried to approve the minutes of the November 5, 2003 ITS Committee meeting.

3. Call to Audience

Chairman Book 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

The following is a summary of the report to the committee provided by Sarath Joshua:

- ITS in the Regional Transportation Plan (RTP): Funding is identified for ITS in the RTP in three areas:
 - (1) For freeways, RTP provides \$ 143 million for completion of the Freeway Management System. At present the urban freeway system consists of 234 miles of which about 87 miles have FMS coverage. By 2007, when RARF system is completed there will be 274 miles with 94 miles covered by FMS. By 2025 when the new freeway segments included as part of the RTP, such as South Mountain Loop, Loop 303, I-10 Reliever, Williams Gateway Freeway, are built there will be a total of 347 miles. Of this total mileage approximately 275 miles will have FMS coverage based on the RTP funding. This leaves about 72 miles of desired FMS coverage that is currently unfunded. Decisions regarding exactly where the FMS will be implemented will be made based on future conditions. In addition, the Freeway Service Patrol program is fully funded for the 20 years. The amount of funding for FSP has not been identified but it is estimated at approximately \$8 million.
 - (2) For arterials, RTP provides \$ 50 million with a 30 percent local match requirement. There were questions on how much of arterials can be covered by this amount of funding. There seems to be a lot of uncertainty regarding the cost of arterial ITS on a per miles basis. Due to this it is difficult to estimate how many miles of arterials can be covered.
 - (3) Earmarked arterial projects included in the RTP will receive funding for a mix of road and drainage improvements, and ITS infrastructure. Scottsdale and Mesa had several such projects in the RTP that identified ITS components. In response to the question if other MAG agencies had RTP projects that included ITS components, Alan Sanderson responded that ITS components are being included in all road projects although they are not specifically called out.

- ITS Outreach – This will be an ITS on-call project to develop material for informational brochures and web content on topics such as:

What is ITS?

What is the Freeway Management System?

What is the purpose of Ramp Metering ?

What is the purpose of cameras, VMSs

What are HOV lanes?

On Arterials Signal Systems:

How do traffic signal systems work?

What is traffic signal synchronization?

What is signal preemption?

Why do we have leading AND lagging left arrows?

On Traveler Information:

Where can I get current freeway traffic information?

Members agreed that this was a worthwhile project and suggested that the list be expanded to include: transit information, radio traffic information and identify their

source as being the FMS

It was also suggested that the resulting brochures be placed in public libraries. Sarath Joshua informed the committee that the MAG ITS-on-call services contract would be utilized to develop this material.

5. Finalization of the Regional Concept of Transportation Operations

Brent Crowther of Kimley-Horn distributed the Final Report to members. A color poster on the project has been produced in lieu of the Executive Summary. A smaller version of the color poster printed on 11-inch by 17-inch page was distributed to members. A few members requested extra copies of this item for display at their TMCs. It was agreed that laminated copies of this poster would be made available to members at the January 2004 meeting.

6. Traffic Signal Optimization Program

The committee was briefed on progress of the team led by Mike Mah. An announcement calling for projects was sent out by MAG on November 24, 2003. Applications are due at MAG on December 31, 2003. A webpage for the program has been established at the MAG website where documents can be downloaded from. There was some discussion on the cost of acquiring Synchro software suite. Alan Sanderson pointed out that a new version 6.0 is being sold under a very different pricing strategy and may cost more. Bob Steele raised some doubts if Synchro could carry out bandwidth optimization like PASSER. Jim Decker stated that each agency should be left the decision regarding their choice of software.

7. Status Reports by Committee Members

Chairman Book reported that the Glendale Traffic Management Center would be operational in about two weeks. He also announced the promotion of Glendale employee Debbie Burdette as the city's new ITS Manager. Bob Steele reported good progress on the Phoenix Downtown Parking and Traffic Management System. He also reported that next week the ADOT/Phoenix joint pilot project on Dynamic Message Boards will commence. Alan Sanderson reported that the Mesa Traffic Management Center has been partially completed and expect to complete work on it soon. Mike Sutton and Mike Mah reported on the Gilbert-Chandler study on lagging left turns. There was a discussion on the various situations traffic engineers are confronted with over this issue. It was quite clear that there seems to be a myth that lagging left arrows are superior to leading left arrows. The need to better educate members of the public on this issue was identified as important.

9. Next Meeting Date

Next meeting date was announced as 10:00 AM on Wednesday January 7, 2004.

10. Adjournment

Chairman Jim Book adjourned the meeting at 11:25 AM