



Project Web Site: www.L101mobilityaz.com

ACTIVITIES COMPLETED

- Two additional Operations Plan working sessions were held over the summer (July 22 and August 18).
- Planning is underway for the first Executive Governance Team meeting to be held October 19.
- The Communications and Outreach team leads met in early September and will begin coordinating with agency public information/communications officers to establish a working group. This team is also initiating a Communications Plan.
- Meetings with the City of Scottsdale to discuss connected vehicle application steps.
- Meetings with Arizona State University and the University of Arizona to initiate discussions on basic modeling and connected vehicle readiness assessment tasks and related scope of work.

UPCOMING MEETINGS

- Smaller meetings with stakeholders on specific segments of Loop 101 will be held in late September and early October. These meetings will ideally include representatives from traffic/traffic management centers, maintenance, public information/communications, incident response and other key stakeholders that would be involved in Loop 101 closures or traffic diversions.
- The first Executive Governance Team meeting is scheduled for October 19, 2020.
- A regroup of the Operations Plan stakeholders is scheduled for October 20, 2020. This meeting will present key findings and discussion items from the segment meetings, as well as important themes that will serve as the foundation for the Loop 101 Operations Plan.

TECHNICAL TASK UPDATES

Decision Support System / Operations Plan Development

The project and technical teams continued to work with stakeholders throughout the corridor to identify operating processes, potential ICM thresholds, alternate routing strategies and preferred notification methods for when incidents impact the corridor. The July 22 Operations Plan Working Session #2 continued with discussions on real-world planned closure scenarios, as well as incident scenarios that impacted freeway lanes but did not result in a full closure. Agencies had provided input on potential L101 alternate routes through their jurisdiction and these were briefly discussed during the webinar. Alternate routes will be discussed in more detail during smaller group working sessions. The August 18 Operations Plan Working Session #3 reviewed some of the lessons learned from the original ICM pilot in Scottsdale, and discussed how local TMC notification processes could be improved. Thresholds for activating ICM were also discussed and will be reviewed in more detail as the Operations Plan progresses. Stakeholders identified several existing tools for alerting users of non-recurring traffic events, such as the ADOT Alerts Mobile App, the MyAZ511 app, and the AZTech Regional Information System (ARIS) could be used to support ICM notifications while more automated processes are being considered for the future Decision Support System. REACT was identified as a potential option for notifying local TMCs of Loop 101 closures that could impact arterial routes.

Arizona State University will be supporting the modeling tasks during the Operations Plan development that will help to refine proposed operating strategies and expected operational improvement goals. Initial meetings were held in September with ASU staff to discuss their role and the objectives for system modeling.

The draft Operations Plan will be provided to stakeholders in November following the segment discussions and a full stakeholder regroup to discuss cross-cutting findings and recommendations. The Operations Plan will be integrated with the Concept of Operations, to be initiated early in 2021 following completion of the Operations Plan.

Adaptive Signal Control Technology for Glendale-area Special Events

This project will implement ASCT to support traffic management for special events near the stadium in Glendale. Draft requirements are complete and are being finalized, and the team has met with ADOT's Procurement Group to identify requirements for the procurement package. Activities to develop the project scope and obtain necessary clearances for procurement got underway in September. The target date for beginning the procurement of the adaptive system is end of 2020.

Adaptive Ramp Meter Technology for Loop 101

ADOT is leading implementation of adaptive ramp meters on the Loop 101 corridor. This technology is being installed as part of several projects and in different phases over the next two years. The current traffic volumes on Valley freeways are lower than normal due to the impacts of COVID-19 and are not consistently triggering ramp meter operations. Ramp metering operations will be evaluated over the next two months and a plan for implementing a pilot program for adaptive ramp metering on the Loop 101 will be developed once freeway volumes are at a level where more consistent adaptive operations can be tested.

Connected Vehicle Technologies for Transit and Emergency Vehicles

This project will implement connected vehicle technologies to support vehicle-to-infrastructure and vehicle-to-vehicle communications to provide intelligent transit signal priority for transit and emergency vehicles during ICM events. The project area is focused on corridors in the City of Scottsdale. An initial call with the City of Scottsdale was held in September to discuss task elements. A presentation will be made to Scottsdale Traffic and Transportation staff, and work will soon get underway to complete a readiness assessment and develop project scoping. The University of Arizona will have a key role in this task, including applying applications and lessons learned from the Anthem SMARTDrive Connected Vehicle Test Bed.

Traveler Mobility Application

No activity yet. Needs and requirements for this application will be determined during the Operations Plan and Concept of Operations processes. A future Request for Information is planned to get feedback from industry on emerging applications that could be applicable to Loop 101 and regional travelers.