

Submitted by: Chair of the Assembly at the  
Request of the Mayor  
Prepared by: Public Transportation Department  
For reading: March 29, 2011

CLERK'S OFFICE

**APPROVED**

Date: 4-12-11

**ANCHORAGE, ALASKA  
AO NO. 2011-45**

1 **AN ORDINANCE AMENDING AO 2010-23, SECTION 3, TO ELIMINATE THE**  
2 **SUNSET PROVISION FOR ANCHORAGE MUNICIPAL CODE CHAPTER 11.70,**  
3 **AUTHORIZING PUBLIC TRANSIT VEHICLES TO UTILIZE TRAFFIC PREEMPTION**  
4 **DEVICES UNDER THE TRANSIT SIGNAL PRIORITY PROJECT.**  
5

6  
7 WHEREAS AO 2010-23, section 3, contained a sunset provision and required the  
8 Public Transportation Department to submit an Assembly Information Memorandum  
9 reporting on the trial period for traffic preemption device use by public transit vehicles  
10 and recommending the continuation, expansion, or repeal of this ordinance; and  
11

12 WHEREAS the Public Transportation Department submitted an AIM to the  
13 Anchorage Assembly on March 29, 2011 recommending removal of the sunset  
14 provision, continuation of the program, and expansion as described therein and in the  
15 attached Assembly Memorandum; now therefore  
16

17 **THE ANCHORAGE ASSEMBLY ORDAINS:**  
18

19 **Section 1.** Assembly Ordinance 2010-23, approved on March 16, 2010 is  
20 amended to eliminate the sunset provision in Section 3. The remainder of AO 2010-  
21 23 is not affected, and remains in full force and effect.  
22

23 **Section 2.** This ordinance shall be effective immediately upon passage and  
24 approval by the Assembly.  
25

26 PASSED AND APPROVED by the Anchorage Assembly this 12<sup>th</sup> day of  
27 April, 2011.  
28

29  
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31 \_\_\_\_\_  
32 Chair of the Assembly

33 ATTEST:  
34

35   
36 \_\_\_\_\_  
37 Municipal Clerk

**MUNICIPALITY OF ANCHORAGE**  
**Summary of Economic Effects -- General Government**

AO Number: 2011-45

Title: AN ORDINANCE AMENDING AO 2010-23, SECTION 3, TO ELIMINATE THE SUNSET PROVISION FOR ANCHORAGE MUNICIPAL CODE CHAPTER 11.70, AUTHORIZING PUBLIC TRANSIT VEHICLES TO UTILIZE TRAFFIC PREEMPTION DEVICES UNDER THE TRANSIT SIGNAL PRIORITY PROJECT.

Sponsor: MAYOR  
 Preparing Agency: Public Transportation Department  
 Others Impacted:

<b>CHANGES IN EXPENDITURES AND REVENUES:</b>		<b>(In Thousands of Dollars)</b>				
	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	
<b>Operating Expenditures</b>						
1000 Personal Services						
2000 Non-Labor						
3900 Contributions						
4000 Debt Service						
<b>TOTAL DIRECT COSTS:</b>	\$ -	\$ -	\$ -	\$ -	\$ -	
Add: 6000 Charges from Others						
Less: 7000 Charges to Others						
<b>FUNCTION COST:</b>	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>REVENUES:</b>						
<b>CAPITAL:</b>	\$ 80,000	\$ -	\$ -	\$ -	\$ -	
<b>POSITIONS: FT/PT and Temp</b>						

**PUBLIC SECTOR ECONOMIC EFFECTS:**

Routes 7 and 9, using TSP during the pilot project saw a reduction of 8% in bus running time. Deploying this technology on other routes at intersections approved by the Traffic Engineering Division should result in similar running time savings.

The capital cost for this project includes additional emitters and installation labor to equip all People Mover buses, and software modifications to tie the traffic signal controllers with Automated Vehicle Location technology on buses to alert the controller when a bus is running late.

THIS PROJECT WILL BE FUNDED BY A FEDERAL TRANSIT ADMINISTRATION GRANT.

**PRIVATE SECTOR ECONOMIC EFFECTS:**

People Mover bus riders will benefit from this project through a reduction in travel time. Currently, the difference between a trip made on a bus takes approximately 2.5 times longer than the same trip taken in a private automobile. The TSP will make People Mover a more attractive option of travel.

Prepared by: Jody Karcz, Planning Manager

Telephone: 343-8294



# MUNICIPALITY OF ANCHORAGE

## ASSEMBLY MEMORANDUM

No. AM 184-2011

Meeting Date: March 29, 2011

1 **From:** MAYOR

2  
3 **Subject:** AN ORDINANCE AMENDING AO 2010-23, SECTION 3, TO  
4 ELIMINATE THE SUNSET PROVISION FOR ANCHORAGE  
5 MUNICIPAL CODE CHAPTER 11.70, AUTHORIZING PUBLIC  
6 TRANSIT VEHICLES TO UTILIZE TRAFFIC PREEMPTION  
7 DEVICES UNDER THE TRANSIT SIGNAL PRIORITY PROJECT.  
8

9 On March 29, 2011, the Assembly received an AIM from the Public Transportation  
10 Department reporting to the Assembly on the trial period for utilizing traffic  
11 preemption devices under the Transit Signal Priority (TSP) project.  
12

13 The Public Transportation Department recommends removal of the sunset  
14 provision, continuation of the program, and expansion of the TSP project per  
15 recommendations described in AIM 31-2011.  
16

17 Kittelson and Associates, a Transportation Engineering/Planning firm, was retained  
18 to evaluate the TSP project impact on cross-street traffic. The recommendations  
19 from the evaluation are:  
20

- 21 • TSP should be permanently approved as a tool for improving overall  
22 transportation system level of service without blanket restrictions on locations  
23 or types of intersections.
- 24 • The Traffic Division and People Mover should undertake a strategic  
25 assessment of when and where TSP should be implemented. Expansion of  
26 the current test implementation should be explored by staff on an  
27 intersection-by-intersection basis.
- 28 • TSP signal timing parameters should be developed on an intersection-by-  
29 intersection basis based on a TSP strategy and local traffic conditions  
30 including updated base traffic signal timings as necessary.
- 31 • Until new controllers are deployed, the Traffic Division should evaluate  
32 current TSP controller parameters to ensure back-to-back TSP calls are not  
33 permitted and maximum low-priority time is limited as appropriate for each  
34 intersection.
- 35 • People Mover should update schedules for TSP-equipped routes to reflect  
36 tightened running times.
- 37 • People Mover and the Traffic Division should develop a Concept of  
38 Operations for Improved TSP Technology:
  - 39 ○ People Mover should explore the implementation of conditional  
40 priority by interfacing the Opticom™ transmitter with the on-board AVL  
41 and scheduling systems.

- 1           ○ People Mover should consider stop locations relative to TSP-
- 2           equipped intersections and refine priority detection range settings
- 3           where appropriate.
- 4           ○ People Mover should equip all buses with emitters to allow future
- 5           deployment opportunities.
- 6           ○ The Traffic Division should target new Econolite ASC/3 controllers
- 7           from ADOT&PF for likely TSP corridors.
- 8

9           The Public Transportation Department concurs with these recommendations. The  
10          Department further recommends equipping forty (40) People Mover buses with  
11          traffic preemption devices, at a total cost of approximately \$50,000. Additionally,  
12          The Public Transportation Department will work through a contract with AVAIL  
13          Technologies to provide a software interface so buses can notify the traffic signal  
14          controllers when they are running late to receive the traffic signal priority at a cost of  
15          approximately \$30,000. The accompanying Summary of Economic Effects shows  
16          the capital cost for these additions. The funding for this project is from a Federal  
17          Transit Administration grant.

18  
19          **THE ADMINISTRATION RECOMMENDS APPROVAL OF AN ORDINANCE**  
20          **AMENDING AO 2010-23, SECTION 3, TO ELIMINATE THE SUNSET PROVISION**  
21          **FOR ANCHORAGE MUNICIPAL CODE CHAPTER 11.70, AUTHORIZING PUBLIC**  
22          **TRANSIT VEHICLES TO UTILIZE TRAFFIC PREEMPTION DEVICES UNDER**  
23          **THE TRANSIT SIGNAL PRIORITY PROJECT.**

24  
25          Prepared by:                   Jody Karcz, Senior Planner  
26          Approved by:                   Lance Wilber, Director, Public Transportation  
27          Concur:                           Ron Thompson, Director, Public Works  
28          Concur:                           Cheryl Frasca, Director, OMB  
29          Concur:                           Dennis A. Wheeler, Municipal Attorney  
30          Concur:                           George J. Vakalis, Municipal Manager  
31          Respectfully submitted:       Daniel A. Sullivan, Mayor

**Content ID:** 009986

**Type:** Ordinance - AO

**Title:** AN ORDINANCE AMENDING AO 2010-23, SECTION 3, TO ELIMINATE THE SUNSET PROVISION FOR ANCHORAGE MUNICIPAL CODE CHAPTER 11.70, AUTHORIZING PUBLIC TRANSIT VEHICLES TO UTILIZE TRAFFIC PREEMPTION DEVICES UNDER THE TRANSIT SIGNAL PRIORITY PROJECT.

**Author:** maglaquijp

**Initiating Dept:** Transit

**Date Prepared:** 3/14/11 1:41 PM

**Director Name:** Lance R. Wilber

**Assembly Meeting Date:** 3/29/11

**Public Hearing Date:** 4/12/11

<b>Workflow Name</b>	<b>Action Date</b>	<b>Action</b>	<b>User</b>	<b>Security Group</b>	<b>Content ID</b>
Clerk_Admin_SubWorkflow	3/18/11 3:08 PM	Exit	Joy Maglaqui	Public	009986
MuniManager_SubWorkflow	3/18/11 3:08 PM	Approve	Joy Maglaqui	Public	009986
MuniManager_SubWorkflow	3/18/11 2:54 PM	Checkin	Joy Maglaqui	Public	009986
Legal_SubWorkflow	3/18/11 2:46 PM	Approve	Dean Gates	Public	009986
Finance_SubWorkflow	3/18/11 1:16 PM	Approve	Lucinda Mahoney	Public	009986
OMB_SubWorkflow	3/18/11 11:54 AM	Approve	Cheryl Frasca	Public	009986
Transit_SubWorkflow	3/18/11 9:39 AM	Approve	Lance Wilber	Public	009986
AllOrdinanceWorkflow	3/18/11 8:37 AM	Checkin	Jouni Alatero	Public	009986
OMB_SubWorkflow	3/17/11 1:35 PM	Reject	Cheryl Frasca	Public	009986
Transit_SubWorkflow	3/17/11 9:41 AM	Approve	Lance Wilber	Public	009986
AllOrdinanceWorkflow	3/17/11 8:16 AM	Checkin	Jouni Alatero	Public	009986
OMB_SubWorkflow	3/17/11 8:12 AM	Reject	Cheryl Frasca	Public	009986
Transit_SubWorkflow	3/15/11 9:13 AM	Approve	Lance Wilber	Public	009986
AllOrdinanceWorkflow	3/15/11 8:05 AM	Checkin	Jouni Alatero	Public	009986
OMB_SubWorkflow	3/14/11 4:56 PM	Reject	Cheryl Frasca	Public	009986
Transit_SubWorkflow	3/14/11 2:00 PM	Approve	Lance Wilber	Public	009986
AllOrdinanceWorkflow	3/14/11 1:51 PM	Checkin	Jouni Alatero	Public	009986