



**TransPort Technical Advisory Committee**

Wednesday, January 11, 2012

1:00 p.m. – 2:30 p.m.

ODOT Region 1

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**Meeting Notes**

**In Attendance**

Orlena Chin (DEA), Jim Gelhar (Gresham), Jabra Khasho (Beaverton), Peter Koonce (Portland), Joe Marek (Clackamas Co), Galen McGill (ODOT), Dennis Mitchell (ODOT), Pam O’Brien (DKS), Jim Peters (DKS), Deena Platman (Metro), Nathaniel Price (FHWA), Shaun Quayle (Kittelson), Mark Rohden (IBI Group), Willie Rotich (Portland), Stacy Shetler (Washington Co), Shing Tsoi (Kittelson)

**Portland Regional Arterial Signal Control Enhancement**

Shaun Quayle, Kittelson, presented the performance findings from the Regional Arterial Signal Control Enhancement project, funded by the American Recovery and Reinvestment Act. DKS and Kittelson implemented the project, which optimized signalization for 160 intersections. The evaluation focused on a subset of intersections.

Kittelson applied three tools for evaluation – Bluetooth for travel time and speed; Voyage split logs for effectiveness of green time; and Voyage coordination logs for % of arrival on green that measures quality of progression.

Lessons learned from evaluation include:

- Better “before” information can reducing retiming costs
- Use advanced Voyage features as appropriate
- Other ITS or geometric solutions can be explored – signal timing can only do so much

Member comments/questions included:

- NW Signal won’t show % arrival on green unless coordination plan is running. Would be good to have this ability.
- At 185<sup>th</sup>/Baseline intersection, a change was made so that after LRT preemption the signal goes green to avoid queuing on the tracks.
- Goal of signal re-timing is not always arterial throughput; it also can address side street and left turn efficiency.
- Q. How do you get access to the logs from the controller? A. It depends on the agency ex. Washington Co uses a dial up modem to download logs. Good communication infrastructure is key to accessing logs.

- Q. How did you determine % for split logs? A. No good standard just used field operations.
- Perception of drivers is important to consider.
- Is there a benefit-cost comparison in the evaluation? A. No.
- The project was able to pay for some communications upgrades.
- There is a marketing component to this project – how many jobs created. Ex. Controller swap created jobs. Also, there are safety benefits; Cycle failures reduced, which reduces delay; active management of the corridors; fuel saved.
- There are other project evaluations coming on line including 99W; plus research on benefits.

### **Regional Signal System Improvement Program Funding**

Peter Koonce, PBOT, led a discussion about future funding to maintain the regional signal system. TransSuite is the management software behind the regional signal system. In 2001, region initiated assessment of systems and in 2002 selected TransSuite. PBOT's contract for software maintenance with TransCore is \$33,000/year. Peter asked the group if there is an opportunity to share costs across jurisdictions or move to a lesser service level package. For example, ODOT has switched to Bronze level, which is a limited level of support.

Peter also asked the group to think about what they want from a signal system in the future? TransSuite has an old geographic interface and is in legacy software maintenance mode, not making enhancements.

The group weighed in:

- NW Signals does some things well but not so in others.
- TransSuite doesn't seem to be enhancing the project.
- Little communication from vendor, ex. No newsletter or updates from vendor. No user group.
- Tool is cumbersome.
- Q. What about other systems? A. There is Aztec, which is fresher, modern and is used in Boise. But there are issues with support. ODOT has a semi fresh evaluation document.
- Should the region consider changing systems? Want an updated geographical interface, better data outputs, and user group.
- Also, Voyage software doesn't interface with other big systems.
- Let's consider bring a TransCore representative in to discuss changes.
- The region needs an IGA to share costs. ODOT has a separate statewide license and support agreement. Should there be a TransPort IGA as an umbrella?
- What about using the MTIP allocation to provide on-going funding for support?
- What do we lose if we cancel NW Signals upgrades and support? There is a risk of going to time and materials – a major update is coming this spring.

As a follow-up to the discussion, Peter will call TransCore to discuss concerns then report back to TransPort at the March meeting.

## Member Updates

- Clackamas County is installing a \$8 million fiber ring. Oregon City wants to charge a franchise fee and is jeopardizing the regional fiber sharing agreement.
- Gresham's transit signal priority project on Division is awaiting the IGA.
- Portland is installing permanent Bluetooth reader stations on Powell Blvd in response to the success of the demonstration project.
- Washington County completing an evaluation of Tualatin-Sherwood Rd Ph I and Cornell Insync adaptive projects. They also submitted a TCSP application to expand the Insync system. Murray, Farmington, and Cornelius Pass all have controller upgrades.
- ODOT Salem is awaiting evaluation projects for signal projects.
- ODOT Region 1 is filling an obligation of federal dollars by accelerating projects and adding some new ones. Funding is about \$10 million and needs to be obligated in by October 2012. Projects include:
  - Flashing yellow arrows
  - Signal upgrades at 90 intersections
  - Fixing signal heads and poles
  - Upgrade of all ramp meter controllers
  - Replace 8 VMS

The February TransPort meeting conflicts with the Northwest Transportation Conference and will not be held. TransPort meets again on March 14<sup>th</sup>.

Meeting adjourned at 2:40 p.m.