



TransPort Technical Advisory Committee

Wednesday, March 14, 2011

1:00 p.m. – 2:30 p.m.

ODOT Region 1

Meeting Notes

In Attendance

Kate Freitag (ODOT), Jim Gelhar (Gresham), Jabra Khasho (Beaverton), Peter Koonce (Portland), Joe Marek (Clackamas Co), Dennis Mitchell (ODOT), Tina Nguyen (DEA), (Jim Peters (DKS), Shaun Quayle (Kittelson)

National ITS Architecture Update

Jim Peters, DKS, gave an update on changes to the National ITS Architecture. There is a new version of Turbo software and new service packages for Active Traffic Management and two service packages for pedestrian and bicycle ITS solutions. Other regions have made the new architecture available online of use.

Q. Should we be updating the architecture to also incorporate performance measures? A. One advantage of the new architecture is that it's easy to map performance measures. The plan now is to update for each project and put it on the Metro website.

ODOT Incident Management Towing Pilot Project

Dennis Mitchell, ODOT, presented the findings from the joint ODOT/PBOT study to look at the benefits of pre-staged towing options on the I-5/I-405 loop in downtown Portland for certain periods of the day. The Instant Tow option involved a call to the tow desk before showing up to the scene. If the tow truck was not used, the project paid a tow fee since the driver was pulled out of rotation. If tow was used then the driver paid the towing fee. The operational periods of the pilot were 6-9 am and 3-7 pm. The second option, Staged Tow positioned two trucks in the Loop, which lead to much quicker response time. However, Instant Tow is significantly cheaper than Staged Tow - \$5,500 vs. \$128,000 per year. ODOT is planning to continue Instant Tow on all Portland area freeways with an estimated cost of \$10,000/year.

Q. Is there some way to shorten the initial response time form detection/notification to response? A. Some of that has already been brought to light and improved. The initial response time is so long (+12 minutes) because some tow trucks aren't equipped for all needs to it may take awhile to get the correct equipment headed out to the field.

TransCore Update

Peter Koonce, PBOT, gave an update on TransCore. Sometime in the August-September timeframe there will be an updated user interface. Should TransPort be upgrading its list of needs that were originally written in 2001? Who would fund changes - individual agencies; federal grant? Let Peter know of any issues or needs such as graphics or reporting capabilities; these updates can be done under the existing contract. The City of Portland has a \$33,000/year service contract.

Q. Is there something better out there? What would the cost of conversion be? Dennis Mitchell suggested adding this topic to the April TransPort agenda. In the mean time, agencies should list problems, desires, needs. The discussion should lead to a vision of where we want to get to as a region.

Member Updates

- City of Portland – The Arterial Performance Management RCTO is underway with the objective of demonstrating data collection opportunities on an existing corridor with detection. So far the project has published technology overview, bibliography, and an objectives and criteria memos.
- City of Portland – Transportation Safety Summit. Red Light Extension:
 - For clearance intervals, what is the actual start-up lost time? Since there is new detection in the intersection for FLE they can look into this.
 - When and why are people crashing in relation to what was going on with the cabinet and the signal timing?
 - Using cameras (possibly red-light running style cameras) to observe crashes, ID vehicles/drivers involved with crashes, and interview drivers who ran red signals.

Meeting adjourned at 2:30 p.m.