



TransPort Technical Advisory Committee

Wednesday, April 13, 2011

1:00 p.m. –2:30 p.m.

ODOT Region 1

Meeting Notes

In Attendance

Ed Anderson (Washington Co), Christina Fera-Thomas (Hillsboro), Kate Freitag (ODOT), Jim Gelhar (Gresham), Scott Harmon (DEA), Tu Ho (Beaverton), Peter Koonce (Portland), Joe Marek (Clackamas), Stan Markuson (WSDOT), Dennis Mitchell (ODOT), Haregu Nemarian (DEA), Robert Nova (WSDOT), Don Odermott (Hillsboro), Deena Platman (Metro), Shaun Quayle (Kittelson), Matthew Rohrbach (Metro), Kristin Tufte (PSU)

Ramp Meter Policy

Dennis Mitchell (ODOT) presented information from a white paper on ramp metering in the Portland region (Attached). ODOT has installed new ramp meter software including a new algorithm and equipment that ties into ATMS. Also installing/activating ramp meters at Airport Way, Canyon Rd/Zoo, and Wilsonville interchanges.

Every freeway in the region has a traffic bottleneck. ODOT is trying to reducing bottleneck queuing and improve safety (reducing rear end collisions) through ramp meter rates. ODOT works to balance freeway flows with arterial flows by watching end of queue lengths but many ramps are maxed out.

ODOT proposes a policy to keep the freeway moving by establishing minimum and maximum parameters for adaptive meters. TransPort members weighed in on the proposal including:

- Traffic volumes are starting to pick up from recession. We will notice problems as we reach 2008 levels. Expect complaints and problems on the freeways and arterials. Need to manage both facilities.
- Today, navigation units don't use real time traffic information to guide fastest route. Need a new level of sophistication for drivers to use system tools, for example posting travel information in advance of ramp on-ramp such as travel time (with ramp meter waits) and incidents.
- Ramp meters reward urban sprawl by affording a time benefit for those who live furthest out while penalizing travelers living closer in to the central city.
- We should focus on the safety benefits from regulating flow to bottlenecks.

- There are 10-minute waits at the Brookwood ramp meter in the PM peak. Hwy 26 has the most hours of day metered of any of the regional freeways. ODOT should look at trip speed by ramp.
- On Hwy 217 at Farmington ramp, the Saturday back up happens whether the ramp meter is on or off.
- Need to work with employers to train employees to pre-trip plan.
- To formalize ramp meter rates we need to adopt maximum operating parameters and monitoring should be included.

'Round the Table Updates

Clackamas County – Finalizing ITS Plan Update in spring 2011; working with CC sheriff department to install new cameras on bridges and tie into ITS network

Hillsboro – Advancing US 26 - Helvetia interchange; TV Hwy TGM is just underway; Advancing US 26 - Cornelius Pass Rd interchange; Completed Hwy 8 walkability study putting Baseline on a road diet; InSync adaptive signal system IGA finalized.

Beaverton – Finalized after evaluation of SCATS; All signals will be on TransSuite by end of the summer 2011;

Hillsboro – Before/after evaluation found a 5% improvement with SCATS in the peak direction.

WSDOT – Investing in ITS communications on SR 14 & I-5 in Ridgefield; Advancing video sharing with VAST partners; working on Regional TSMO Plan's Mill Plain demonstration project

PSU – submitted OTREC proposals; Held VAST data user meeting; submitted FHWA multimodal data cleaning proposal

Washington Co – Finalizing Tualatin-Sherwood Rd phase 1; starting up Tualatin-Sherwood Rd phase 2

Portland – changing out controllers in the Central Eastside Industrial District; Construction started on Powell Blvd (Milwaukie – 52nd) SCATS project to be completed by end of summer 2011; installing environmental monitoring stations at Powell/39th and Powell 26th

ODOT – installing new Wavetronix traffic sensors using 45 recycled 170 controllers from Portland; ARRA traffic signal upgrade project is over limit on foreign steel in components and working with FHWA to resolve; Putting travel time on freeway VMS; Updating ODOT ITS Plan; Updating signage on I-5 and US 30; Designing arterial VMS at Canyon Rd and Frontage Rd to Hwy 217; Upgrading 99W in Sherwood with VMS, 2070 controllers, RWIS; Installing four VMS on Hwy 217 near Canyon Rd and 99W interchanges; Looking at variable speed limit signs for Hwy 217; Variable speed limit signs at Staley's Junction will be operation for Memorial Day weekend and the I-5/I-405 variable speed limits will be completed by winter 2011; replacing older VMS on mainline freeways across the region.

Meeting adjourned at 2:40 p.m.