



**TransPort Technical Advisory Committee**

Wednesday, June 8, 2011

2:00 p.m. –3:30 p.m.

ODOT Region 1

\*\*\*\*\*

**Meeting Notes**

**In Attendance**

Christina Fera-Thomas (Hillsboro), Kate Freitag (ODOT), Jim Gelhar (Gresham), Bob Hart (SWRTC), Kyle Hedspeth (ODOT), Tu Ho (Beaverton), Randy Knapick (IBI Group), Huan Li (Mygistics), Jingtao Ma (Mygistics), Joe Marek (Clackamas), Dennis Mitchell (ODOT), Pam O’Brien (DKS Associates), Deena Platman (Metro), Shaun Quayle (Kittelson Associates), Stacy Shetler (Washington Co), Kristin Tufte (PSU)

**SW Washington TSMO Plan**

Bob Hart, SW Regional Transportation Council, presented SW Washington’s newly adopted TSMO Plan. IBI Group and DKS Associates provided consulting services for the project. The project has two phases: a 10-year strategic plan for investment and a TSMO pilot project. The plan is SW RTC’s effort to integrate operations into its long-range transportation planning process. It identified current and future needs and updates the MTIP selection criteria to support operations investments.

The plan identified a set of TSMO corridors that would benefit from operations investment. It includes a TSMO readiness evaluation to assess what field equipment is in place in these corridors. The plan also includes updates to PORTAL, the P-V region’s transportation data archive, for SW data and a user interface upgrade to support Congestion Management Process reporting needs.

The TSMO pilot project will focus on data collection on Andresen Rd and Mill Plain Blvd to support signal timing adjustments and travel information.

Q. What is the differential between what is already spent and what new funding is needed to operate and maintain the new stuff? A. The plan estimates \$15m in capital expenditure for build out and \$3.4 million annually to maintain and operate.

Comment. Need to do a better job of explaining how operation investments include an ongoing maintenance commitment but cost less than capital investment.

### **Sunset Hwy Bluetooth Travel Time & Origin-Destination Study**

Shaun Quayle (Kittelson Associates) presented on a study completed for the City of Hillsboro that assessed travel times and origin-destination patterns at the US 26/Brookwood & US 26/185<sup>th</sup> interchanges to assist the development of interchange management plans for each location.

Kittelson used Bluetooth technology, a short range wireless radio communication protocol, to conduct the study. Each Bluetooth enable device has a unique Media Access Card (MAC) address that can be traced. The study truncates the address to protect privacy but allow some tracking of regular use. The goal is to match the MAC address at multiple locations using “automated probe data sampling” that captures 24/7 sample. It is important to note that this technology is not a traffic counter. It captures sample data of 5% - 20% of traffic volume.

For the US 26 study the goal was to ground truth the regional travel forecast model. The study gathered one week’s worth of data. Challenges for the technology include the finite life of battery power and getting the data range right. Also there is concern that there might be a bias for elderly travelers who are less likely to have adopted BT enable technology.

The study found that the Bluetooth measure rate was within 10% of the travel forecast model in the AM peak direction. The study found that the travel model over predicted the length of trips on US 26. BT found that 28% of trips went through the Sunset tunnel and the regional model projected 52%.

Q. Has there been a legal clarification on the use of this technology. Has ODOT received an AG opinion? Deena will follow up with Galen McGill on this.

### **Project Updates**

ODOT: The Staley’s Junction variable speed limit signage operational over Memorial Day weekend. It was triggered all four days. ODOT is completing before and after analysis. Believe it will lessen delays on the side streets.

Washington Co: Tualatin-Sherwood Rd Phase I SCATS project up and running. They are collecting “after deployment” data to complete analysis.

Meeting adjourned at 3:30 p.m.