



TransPort Technical Advisory Committee

Wednesday, December 14, 2011

1:00 p.m. – 2:30 p.m.

ODOT Region 1

Meeting Notes

In Attendance

Thomas Bauer (Mygistics), Amica Bose (Hillsboro), Kate Freitag (ODOT), Jim Gelhar (Gresham), Dennis Mitchell (ODOT), Pam O'Brien (DKS), Deena Platman (Metro), Nathaniel Price (FHWA), Shaun Quayle (Kittelson), Stacy Shetler (Washington Co), Kristin Tufte (PSU)

Edmonton's Model-based Incident Response System

Thomas Bauer, Mygistics, gave a presentation on the City of Edmonton's effort to implement a new incident management system on Yellowhead Trail - part highway, part arterial roadway. The roadway is heavily traveled and has a high volume of trucks due to its proximity to a major industrial area and intermodal facility.

Edmonton is shifting its investment focus to transit and system management. They are pursuing a model-based decision-making infrastructure for traffic control. Looking at supporting personalized route awareness to spread travel over multiple routes to ease congestion. They created a real-time traffic simulation with the objectives of creating a pilot that would lead to a future full corridor deployment; to intelligently process detector data; and to enable traffic predictions up to 30 minutes into the future that can be integrated into their adaptive signal system. The project was interested in predicting how far back the traffic impacts go in order to inform messages used on their VMS system.

BMW is a partner in the project. They wanted to have advanced routing to understand the best recommended route to inform their in-vehicle route guidance. Mygistics provided the route recommendation from Edmonton's ITS devices. They are interested in providing data for plowed versus unplowed roads.

The project official kicks off in January 2012 and is expected to run for two years.

TransPort questions and comments included:

Q. Does the system identify different routes for trucks than for autos? A. In this corridor the trucks would probably stay on the route but the autos would detour.

'Round the TransPort Table Project Updates

TransPort members provided updates on their current/planned projects.

- Gresham and TriMet are installing transit signal priority on SE Division from the city limits to the Gresham transit center. They are continuing the TSP system that Portland installed.
- Washington Co is moving forward with project development on the Tualatin-Sherwood Rd ATMS Phase 2. They are installing cameras on Scholls Ferry and new 2070 controllers on Murray Blvd and in other locations where pedestrian enhancements are needed.
- Hillsboro – installed nine pedestrian countdown heads
- ODOT – interconnecting signals along 99W in Sherwood – project includes 4 cameras, 1 VMS, and a weather station. They are installing a VMS on I-5 near Lower Boones Ferry Rd, US 30 approach to I-405, Hwy 213 near I-205; 99W SB near 217 and near I-5, on Tualatin Valley Hwy near 271; and on the 217 collector-distributor road. They have begun design work on Hwy 217 management projects including 14 VMS, variable speed limit sign system, and Bluetooth for travel time data.
- Portland State University – creating sub-corridor segments in PORTAL to allow more focused spatial analysis. The FHWA data set project is wrapping up and they are loading the data into PORTAL.
- FHWA announced that there is still time to complete the traffic signal report card by the jurisdictions. The Northwest Transportation Conference will be held in February 7-9 at Oregon State University.
- OTREC is kicking off a flashing yellow arrow study at Oregon State University's driver simulation lab.

Meeting adjourned at 2:20 p.m.