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TransPort Technical Advisory Committee

Wednesday, November 10, 2010

1:00 p.m. –2:30 p.m.

ODOT Region 1

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Meeting Notes

In Attendance
Aran Clauson (Green Driver), Kate Freitag (ODOT), Matt Ginsberg (Green Driver), Tu Ho (Beaverton), Peter Koonce (Portland), Sirisha Kothuri (PSU), Joe Marek (Clackamas County), Stan Markuson (WSDOT), Jay McCoy (Gresham), Dennis Mitchell (ODOT), Pamela O'Brien (DKS), Jim Peters (DKS), Deena Platman (Metro), Willie Rotich (PBOT), Stacy Shetler (Washington Co), Kristin Tufte (PSU)

Green Driver Application
Matt Ginsberg and Aran Clauson gave a presentation on their smart phone application "Green Driver". The application provides drivers with real-time information about traffic signal to allow drivers to take routes that maximize green time and reduce travel time. Today, drivers don't have access to good real-time data. Older methods rely on sensor data and have a high cost. With new technologies, drivers can transmit information about where they are with their portable devices. Green Driver provides traffic information in exchange for free in exchange for their travel behavior data.

The advantages of Green Driver to traveler are less traffic jams, less time in traffic, and less spent on fuel. The advantage of the data for community is improved data for planning studies, before and after analysis, and ability to route travelers away from incidents or events.

The application is operation in Eugene OR. Green Driver staff is working with PBOT to bring the application to Portland. Currently they have access to data for one traffic signal as a demonstration. The challenges are getting the necessary operations data and the word out about the app to travelers.

TransPort members had many questions about the approach:
Q. How does Green Driver get traffic signal data?
A. In the Portland region, through TransSuite, the central traffic signal server system. The issue with the system is that it wasn't designed for pushing data out and is bogging down the CPU. Another issue will be to gather enough data to provide a historical review.

Q. What stops the application from directing everyone to the same route and creating traffic?
A. The software application will scatter routes for heavy usage, like the Ducks game.

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Q. What about participation from other agencies on the region's central traffic signal server?
A. Willie Rotich, PBOT, will work with other agencies to make their traffic signal data available as long as it is in the central server.

Q. Do we need an IGA for this?
A. Not an IGA but will need to document an agreement to share data in exchange for benefits, perhaps discount on traffic studies. Green Driver is developing a menu of traffic studies for agencies and private entities.

Q. What about safety element – distracted driving?
A. Has a safety benefit because driver can't text or talk on phone while application is running. This application is intended for travelers who know the routes. It will tell you if you are exceeding posted speed limits.

Q. What about the potential for red light running?
A. Typically the application runs a few seconds behind the actual timed change.

Q. How does it work with adaptive traffic signals?
A. It can be modeled and incorporated into software.

It is currently available for the Iphone and Google's Droid. The company is looking at a bike version sometime in the future.

PBOT has available service agreement hours to have TransCore work on the issues with pushing data from the central server.

ODOT STIP 2014-15 Operations Programming
Dennis Mitchell, ODOT, shared ODOT's draft STIP programming list. The Operations projects largely focused on urban and rural arterials. Priorities are based on maintenance requests. Hwy 217 is a placeholder for advancing ITS solutions from the management study that was completed. The list is a 100% funding list. TransPort members asked a few questions about list items including:
Q. What the CCTV projects supported? A. Operations and TripCheck
Q. What about video sharing? A. Dennis is working with CTIC to advance ability to video share across the region.
Comment – on the 99E & Southend project, install microphones to record crashes. This location has a safety problem.

MTIP 2014-15 TSMO Allocation Programming
Deena Platman, Metro, share the latest version of the 2014-15 TSMO programming list for final comments. Discussion focused on the need to be ready to take advantage of opportunities. Some members felt that we should have plans at the ready should a funding source materialize. Others felt that they didn't have the staff resources available to have a stable of plans and instead focus on things that are easy to design and quick/cheap to build.

Project Updates
- ODOT research ideas due on Friday, November 14. Jay McCoy suggested resubmitting a previous research idea to study placement of bus stop locations on intersection operations to better understand/determine criteria for near side and far side placement. Deena agreed to work with Jay on a submittal.
- PBOT SCATS on Powell Blvd has selected Signal Construction as vendor. They will begin installation December-January timeframe. Also experimenting with adaptive lighting to cut street lighting costs. Using real-time communications system to dim lights when appropriate.
- Tualatin-Sherwood Rd, Ph 1 is stating up

Meeting adjourned at 2:30 p.m.