



TransPort Technical Advisory Committee

Wednesday, December 9, 2009

1:30 – 3:00 p.m.

ODOT Region 1

Meeting Notes

In Attendance

Amica Bose (City of Hillsboro), Jeff Frane (TriMet), Jim Gelhar (Gresham), Eric Hathaway (Kittelson), Kyle Hedspeth (ODOT), Phil Healy (Port of Portland), Tu Ho (Beaverton), Jabra Khasho (City of Beaverton), Peter Koonce (City of Portland), Joe Marek (Clackamas Co), Chris Monsere (PSU), Pam O'Brien (DKS), Shaun Quayle (Kittelson), Deena Platman (Metro), Matthew Rohrbach (Metro), Willie Rotich (PDOT), Abbas Shafii (Washington Co), Stacy Shetler (Washington Co), Kristin Tufte (PSU), Jessica Tump (TriMet)

Announcements

Members agreed to move TransPort meeting start up to 1:00 pm to accommodate RTO Subcommittee meeting participation for Metro. Previously, both committees have met on the same date and time.

Congress is considering a second round of American Recovery and Reinvestment Act funding. ODOT is considering improvements to 12 existing dynamic message signs. There is an opportunity for a second round of signal controller upgrades that incorporates TriMet's needs. Deena Platman will keep group updated on ARRA II progress and will work with TransPort members to develop a project proposal(s). TransPort may need a special meeting to advance ideas.

The Northwest Transportation Conference is scheduled for February 9 – 11, 2010. The dates conflict with the February TransPort meeting. Also, many members participate in the TRB Annual meeting in January, which also conflicts with the January TransPort meeting. Deena Platman will work with the committee to reschedule both dates.

Fusion and Integration of Arterial Performance Data

Dr. Kirstin Tufte, PSU, gave a presentation on an OTREC project to investigate how a combination of data sources can provide good arterial performance data. The goal is to improve accuracy of data and develop methods to report real-time arterial performance. A copy of the presentation is attached to this summary.

Members discussed the challenges of using Bluetooth data. The data needs to be evaluated for different travel modes as it will pick up motor vehicles as well as bicyclists and pedestrians. This could be opportunity to look at person movement, not just cars. Also, OSU is working on an arterial performance measurement project using private sector data in Eugene.

TransPort members raised a number of questions that the research could address including:

- How can we combine data sources, such as using Bluetooth to validate signals data?
- How should we be installing MAC readers, for example, correct spacing is important for reliability?
- What are the barriers for generating data?
- Can we use our traffic signal system for better data?
- How are these data sources used for both archival and real-time data needs?

Project scope of work is awaiting Department of Justice approval. The timeline is approximately one year from notice to proceed. There is an opportunity to use SE Powell Blvd and 99W adaptive signal system projects as data sources.

MTIP Programming

Deena Platman facilitated a discussion of programming \$6 million in MTIP funding dedicated to TSMO. Members reviewed a handout of the funding allocation recommendations included in the draft Regional TSMO Plan. With the plan heading towards approval on December 17th, TransPort can look at amending the MTIP to obligate funding to projects. PSU's PORTAL is currently receiving funding and will require an amendment to continue funding through FY2012-2013. Members asked about the process and timing of MTIP amendments. Ms. Platman described how TransPort will make a recommendation to TPAC and JPACT. Metro prepares the staff report and resolution. The timing of the MTIP amendment(s) depends on TransPort's progress in making project programming recommendations. Ms. Platman indicated that spring 2010 appears likely but depends on agenda availability for the advisory committees as the first amendment will require a full presentation on TransPort's four-year MTIP programming recommendation.

The group discussed the timing of the Arterial Performance Measure RCTO given the PSU study. Metro plans to lead the study but has concerns about the agency's ability to provide required match in the next fiscal year. The group discussed whether other agencies could contribute to the match or take over managing the project. The City of Portland indicated that there might be some available HB2001 funds to provide match.

Abbas Shafii with Washington County shared information about the Tualatin Sherwood Rd/99W project. The first phase of the arterial management project covers I-5 to Teton. It is currently in the design phase and is expected to begin construction in September 2010 and wrap up by September 2011. The project will replace signal controllers; install loops, cables, and cameras for detection; and adaptive signal phasing. Phase II will be funded using TSMO MTIP allocation and continues the project from Teton to 99W. Use of adaptive

signal management depends on evaluation of Phase 1. Washington County would like to combine phase 1 and 2 into a single project.

Tu Ho with City of Beaverton shared information about the Canyon Rd/Beaverton-Hillsdale hwy adaptive signal system project. Total project cost is \$1.5 million for approximately 15 intersections. They are not replacing communications. The city has applied for \$750K in federal appropriation dollars for the project. TransPort members raised concerns about the \$100K/intersection estimate. They suggested that members could help Beaverton value engineer the project to reduce the cost per intersection. Beaverton would like to start the project in 2010.

Willie Rotich with the City of Portland shared information on the I-84 Active Corridor Management project that includes projects on NE Sandy (16th – 162nd), NE Halsey (39th – 238th) and SE Powell Blvd (I-205 to 122nd). The project would include variable message signs and system loops to improve detection for better travel information in the corridor. Project is estimated at roughly \$1.2 million and Portland could push the project out to 2012 for implementation. The City of Gresham is interested in partnering with Portland on this project.

City of Hillsboro is using Department of Energy stimulus funding to upgrade seven intersections on Cornelius Pass Rd to adaptive phasing. They are looking at InSync technology rather than SCATS.

Members discussed the need to have a better understanding of the benefits of adaptive in different situations and the different technologies such as SCATS and InSync. There is general concern about advancing new adaptive projects without benefit of evaluation from corridors currently underway – Powell Blvd and 99W.

Ms. Platman summarized the outcome of the discussion as follows:

- Support for continued PORTAL funding allocation over next four years
- Advance Arterial Performance RCTO in 2010. TransPort will work with Metro to develop the scope of work over next several months.
- Ms. Platman will prepare a draft programming schedule based on the discussion and send out to TransPort members for consideration at the January TransPort meeting.

Meeting adjourned at 3:00 p.m.