Metro | *People places. Open spaces.*

PORTAL Technical Advisory Committee

Monday, May 9, 2011

1:30 a.m. – 12:00 p.m.

ITS Lab, Portland State University

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Meeting Notes

In Attendance
Luigi Cartasegna (WSDOT), David Crout (TriMet), Bob Hart (RTC), Eric Hathaway (Kittelson), Scott Huggins (Metro), Peter Koonce (City of Portland), Sirisha Kothuri (PSU), Stan Markuson (WSDOT), Amy Mastraccio-Lopez (ODOT), Dennis Mitchell (ODOT), Chris Monsere (PSU), Carl Olson (PSU), Bikram Raghubansh (Clackamas County), Mark Rohden (IBI Group)

10:30 a.m. Introductions & Announcements
Called the meeting to order at 10:37 a.m.; Susan Payne dialed in from Lane Council of Governments

10:35 a.m. Status Update
Agendas were distributed. Handouts: Activities and Plans; Multimodal Project Update; Funding Sources. Status update: usability enhancements; Portland State University Academic Research Computing (ARC) department contracted for PORTAL programming support; database migrated to new server for improved performance and systems support.

10:45 a.m. Update on New Initiatives
Dr. Kristin Tufte summarized the recently-submitted FHWA Data Capture proposal. The proposal would generate a data set for the FHWA Connected Vehicle Initiative (proposal still under consideration). Peter Koonce summarized a recent Metro/City of Portland meeting with INRIX; INRIX data discussion deferred to the end of the meeting. Stan Markuson from WSDOT discussed using arterial data to validate Wavetronix information. Dr. Chris Monsere summarized a contact that was made with Intel (Tom Engle – also a representative on the Beaverton Traffic Commission); an Intel internal proposal has been submitted to buy newer servers and desktops for PORTAL.

Shuffle Item * ITS Lab Structure and Funding
Dr. Chris Monsere presented an overview of ITS Lab Structure and Funding. Handout in meeting materials details funding sources. There are two basic sources of funding: ongoing funding from Metro ($100k/year) and OTREC ($10k/year) as well as ongoing PSU IT support. Additional funding is grant funding which is considered one-time funding. PSU is working towards using Academic Research Computing Forum to provide continuity for the programming efforts. Question: How do we move towards more projects?

Question: What are our needs? System Detectors; Automatic Counters; Transit Data (fully equipped) in Eugene; Ramp metering on Beltline in Eugene; Data availability; Queue warning system in Eugene.

Dr. Kristin Tufte summarized the Bend project which is to provide a framework for their data system and archival. The project is led by Carl Springer of DKS; Bend project lead is Nick Arnis.

11:05 a.m. Arterial Data Update
Dr. Chris Monsere summarized the Sample plots provided in the Multimodal Project Update handout. Their efforts are to automate the grab of the signal system data. Corridors tab will be released soon. Bikram Raghubansh was pleased with this approach as he needs three segments on Sunnyside for confirming that responsive control was operational. Pedestrian delay and bike count delays are new performance measures that Sirisha Kothuri has explored with the City of Portland. PSU met with Rob Klug for a discussion of arterial signal efforts in Clark County. Carl Olson summarized system detectors and signal timing for 6 intersections (17 MB per day).

11:18 a.m. Summary of VAST PORTAL User Needs Workshop
Dr. Kristin Tufte summarized a recent workshop held to assess user needs for the VAST-PORTAL project. Approximately 30 people attended this Vancouver-based meeting including personnel from most agencies; emergency providers were not in attendance. Bob Hart commented that they are a difficult group to engage. The workshop outcomes are summarized in the Activities and Planning handout. PORTAL value-add is its flexibility and being a good mechanism for combining various sources of data.

11:20 a.m. Work plan for next quarter
Dr. Kristin Tufte summarized the Work plan based on the bullet items identified in the handout. Two TRB papers; one on arterial data, one more generally on Portal. Potentially one on performance measures for pedestrians. Also, work will happen on an Annual Report based on measures from the WSDOT Gray Book. Support for needs identified in preparation of the VAST workshop (high-level aggregations, start/end time and corridors) will proceed as well as ingestion of arterial data from OR and WA.

11:34 a.m. Recent uses of PORTAL
Recent article by Joseph Rose appear to use PORTAL data (link). Also performed analysis of I-5 NB from Going to Delta Park for a reporter; compared speeds over the past 3 years. A similar analysis for the HOV lanes would be very interesting.

11:45 a.m. Data Round Table
This agenda time period was used for a discussion of INRIX data and system detector standards.

INRIX Data: Peter Koonce summarized his discussion with INRIX and the possibility of using the data for a variety of applications. Susan Payne summarized her needs to do a real-time display for freeway and arterial performance. INRIX reporting segments are defined by TMC location codes. WSDOT and the

SW Washington Region have not met to discuss potential opportunities, but there is an RFQ in process for WSDOT to secure private sector data.

Ted Trepanier (ex WSDOT Director of Traffic Operations) has been visiting Portland and presented at TransPort on Wednesday May 11, 2011. INRIX is collecting data from over 400 sources; number of sources has been doubling each year. INRIX Ford and soon Toyota and is getting data back from those vehicles. INRIX is doing analytics on the data to get higher resolution data on the arterials. Cost of INRIX data is potentially low, especially if we pool resources. Amy Mastraccio-Lopez commented that the cost varies by use and that the lower costs are for single use; multiple use, including archiving would cost more. Susan Payne commented that INRIX coverage the coverage wasn't enough for her area – or was limited in her area.

System Detector Standards: Peter Koonce mentioned the issue of developing a set of standards for system detectors. City of Portland currently installs single loops as system detectors, but that is unlikely to be the ideal installation. Peter would like to have a paper or summary describing an 'ideal' installation. Believe also that Vancouver, WA and Bend, OR are working on installing updated signal systems.

Meeting adjourned at 12:00 p.m.