

TransPort*Oregon Department
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Washington
Regional
Transportation
Council**Washington State
Department of
Transportation**C-TRAN*DRAFT
May ##, 2019Rian Windsheimer, Region Manager
Oregon DOT, Region 1
123 NW Flanders St.
Portland, OR 97209

Dear Mr. Windsheimer,

TransPort, the Transportation System Management & Operations (TSMO) Subcommittee for the greater Portland metropolitan region, is pleased to submit this letter of support for the 2021-2024 STIP projects that benefit system operators region-wide and the traveling public. We appreciate that ODOT engaged agency stakeholders throughout Fall 2018 to scope projects.

To implement the region's TSMO Plan, TransPort values ODOT's investments in state-of-the-art Intelligent Transportation Systems (ITS).

- ODOT Real-Time expansion will benefit the region with increased reliability by reducing crashes that slow traffic and put first responders at risk. TransPort supports installing variable advisory speed and truck warning signs on both Northbound and Southbound I-5 between Marquam Bridge and Capitol Highway (Fix-It project 220 and Leverage project 496).
- Oregon 8 – TV Highway fiber optic based communication infrastructure for Washington County's recent TIGER grant project was value engineered out to control cost overruns. This missing piece remains a regional priority for data communications and has been identified in the Metro-led 2016 regional Communications Master Plan (Leverage project 504). TransPort also values the efficiency and economy of bundling data communications in conjunction with capital projects (Projects 154, 408).
- ODOT Base Operations will support monitoring, control systems, variable message signs, cameras, traffic controllers and operational improvements (Fix-It projects 218, 219, 483, 508). While we look forward to STIP projects in 2021-2024, TransPort requests ODOT consider and support two Operations efforts for effective signal performance by then or sooner:
 - Improved arterial management including Automated Traffic Signal Performance Measures (ATSPM) to improve maintenance response and provide proactive management of the system using real-time data.

- Traffic signal retiming as a cost-effective means of improving performance. Recent retiming efforts by Washington County resulted in mainline travel time improvements of between 5% and 20%, depending on the quality of the previous timing plans, detection, and communication health. With a small investment, retiming delivers significant benefits.

TransPort's recommendation for supporting ATSPM and signal retiming efforts as part of Operations should be done in partnership with local agencies, especially agencies that already maintain ODOT signals. These efforts would connect directly to TransPort's work, extending to the capabilities useful integrated efforts for next generation of Transit Signal Priority.

A few additional notes:

- Across all projects, TransPort recommends strategic thinking during the design and construction phases to be opportunistic and minimize operational impacts. For example, bridge deck replacement projects may be located where additional fiber optic communication is needed. Installing the physical communication conduit during construction can save future costs. Pavement projects should avoid loop detectors and sensors connected to traffic signals until it is absolutely necessary to take them offline, rather removing traffic management tools for the whole duration of the project. Depending on the intersection, temporary or permanent above-ground sensing (e.g., radar) equipment may be useful to manage traffic during construction. Construction should implement detection to support ATSPM.
- Wider bike lanes and sidewalks on Hall Blvd (Project 500), NE Davis crossing at 82nd and Oregon 224 Monroe Greenway (Projects 500, 388 and 434) can be great locations to count bicycle and pedestrian volumes. Arterial projects should follow or improve upon 2013 Portland Multimodal Arterial Performance Management Implementation Guidance.¹ This is a Regional Concept of Transportation Operations; agency engineers came to consensus around their priorities for collecting data to improve operations.

As transportation funding for large roadway capacity projects decline, we see greater need in deploying TSMO strategies. The projects above represent a direct and clear way ODOT can advance the strategy. Thank you for your attention to safe operations and reliable mobility for Oregonians.

Sincerely,

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Kathleen Freitag
Chair, TransPort and Region 1
Traffic Engineer at Oregon DOT

A.J. O'Connor
Vice Chair, TransPort and ITS Director
at TriMet

¹ 2013 Arterial PM RCTO source:

https://www.oregonmetro.gov/sites/default/files/2015/09/29/Arterial_Measures_Guide.pdf