

ODOT TSM Field Technology Plan

Planning Group - Needs Assessment Work Session #1

June 24, 2020

Microsoft Teams

ATTENDEES

- Jessica Horning, ODOT Active Transportation
- Chi Mai, ODOT R1 Traffic
- April Chase, ODOT R2 Traffic
- Brian Dunn, ODOT TPAU
- Doug Norval, ODOT TPAU
- Tricia Tanner, ODOT TPAU
- Josh Roll, ODOT Research
- Christopher Harris, ODOT TSM
- Chris Wright, ODOT TSM
- Don Crownover, ODOT TSM
- Paul Tiller, ODOT TSM
- Yi-Min Ha, Kittelson
- Alice Root, Kittelson
- Scott Beard, Kittelson
- JR Wegehaupt, Quality Counts

MEETING NOTES

The following summarizes key items discussed during the Needs Assessment Work Session:

1. Origin Destination Data

- a. Several groups at ODOT shared the need for origin-destination data. Currently, this dataset is primarily procured from Streetlight and acquired on a per-project basis.
- b. A potential consideration would be to obtain statewide procurement for more widespread data. TSM data could be critical in reviewing and calibrating the OD data. TSM data could also be used to infer/generate estimated volumes at locations without an ATR.

2. High Quality, Continuous and Granular Data

- a. All users shared that there is a need for more continuously collected, granular data for planning and development projects e.g. directional data within MPO boundaries.
- b. Chi Mai shared challenges with reviewing data received for accuracy. She shared an example of extracting data from PORTAL that either had a failed detector or was parsed differently than how it should have (note that TSM volume data is not shared with PORTAL). Although the data from ramp meters are not maintained by TSM, providing context to the data (such as a flag if a detector has failed) would help the end-user.
- c. ODOT seeks count related continuous, raw, unaggregated data with as much granularity as possible including vehicle classifications, speed and directionality.

- i. Short-term directional counts increase workload, decrease weekly quotas, and doubles roadway exposure for technician; some locations have no center refuge preventing field technicians from collecting counts. Alternately, coordination with the local maintenance groups for rolling traffic control would increase costs further.
- d. Brian Dunn shared that continuous data can help link up to other analytical systems for real-time analysis.

3. Data Coverage

- a. April Chase shared she had high needs for data on local roads, where coverage of TSM-maintained ATRs is low.
- b. Short term counts such as turning moving counts are also lacking on local roads.

4. Bicycle and Pedestrian Data

- a. ODOT has an increased need for bicycle and pedestrian count data. Majority of bicycle and pedestrian data is collected using three Eco-Counters (currently in place within ODOT ROW), or short term counts that are collected as part of a project. ODOT does not currently have a formalized ped/bike-focused continuous data collection program. The data has been acquired on a project by project basis.
- b. Although ODOT owns several counter stations there has been minimal efforts to develop a programmatic plan to collect counts through the TSM group. There is also limited record keeping for ordering and maintaining such equipment.
- c. Jessica Horning is working on the Statewide Pedestrian and Bicycle Performance Measures project that will be identifying ODOT bicycle and pedestrian data needs.

5. Data Sharing and Distribution

- a. Access to data has been a challenge for several groups whether it is dealing with a difficult platform to work with or having to post process collected data.
- b. Internally, Region 1 compiles its Quality Counts traffic data in a shared regional folder but would like to have a state-wide system for easy access.
- a. Externally, there is no system or formal process for sharing datasets with other agencies and organizations. ODOT sees a need to coordinate with other organizations to create a compiled dataset source i.e. counts. If a shared database is created, it would also be important to confirm that the datasets are consistent and accurate