Today’s Meeting

- **Presentation:** Dr. Yinhai Wang – Smart Road Stickers for Traffic Safety and Efficiency

- **Discussion:** RTOC Committee Structure/Revised Operating Procedures

- **Discussion:** Update Process for Regional ITS/Traffic Operations Plan
Dr. Yinhai Wang

Smart Road Stickers for Traffic Safety and Efficiency
Discussion Item

Revised RTOC Committee Structure
Proposal for RTOC

• Currently evaluating all PSRC Committees

• Two pathways:

<table>
<thead>
<tr>
<th>Technical Working Group</th>
<th>Advisory Committee</th>
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<tbody>
<tr>
<td>• Non-voting</td>
<td>• Formal voting membership structure</td>
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<td>• Guidance made to PSRC staff but not as a formal recommendation</td>
<td>• Recommendations from committee are made formally to PSRC</td>
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<tr>
<td>• Wider array of member types</td>
<td>• Advisory recommendations include but not limited to PSRC work program items and/or PSRC planning documents</td>
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• Based on the current functions and work program, it appears to us that RTOC aligns more with the **technical working group** category
Proposed Revised Operating Procedures

Key Changes to Document

- Two primary committee functions:
  - Forum for information sharing, collaboration, and coordination
  - PSRC’s hub for technical expertise on ITS/Traffic Operations; will play a critical role in informing PSRC’s work

- Membership change
  - Primarily composed of representatives from PSRC member agencies
  - May also include experts from non-PSRC member organizations
  - Co-chairs must be from a PSRC member agency
Proposed Revised Operating Procedures

Questions

• Do the changes to the document make sense?

• Is there anything critical that is missing?

• Any other feedback?

*Will continue to take feedback over the next month via email or telephone and will come back with an action to adopt the operating procedures at the next meeting*
Update to Regional ITS/Traffic Operations Plan
Overview

• Recommendation in Draft Regional Transportation Plan to update the Regional ITS Implementation Plan

• We began this process by speaking to peer MPOs who have Regional ITS Plans: Atlanta, Chicago, San Diego, Philadelphia, and Denver

• Key theme: All have a good understanding and clear inventory of ITS/traffic operations deployments on the ground across their respective regions
Proposed Approach for ITS Plan

1. Work with jurisdictions to develop a **regional inventory** of ITS deployments – what and where

2. Utilize inventory and additional data analytics to identify **needs and gaps**, which would then lead to potential **policy recommendations**

   • Will leverage the work done for the previous ITS Plan (RITSIP) wherever possible

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**Established Technologies Deployed in the Central Puget Sound Region**

- **Traffic Control Systems**
  - Advanced Signal Controller Hardware
  - Adaptive Signal Control
  - Emergency Vehicle Preemption
  - Transit Signal Priority
  - Ramp Metering
  - Dynamic Lane Control
  - Pedestrian-actuated Crossing Signals

- **Traffic Management Tools**
  - Active Traffic Management
  - Integrated Corridor Management
  - Traffic Management Centers
  - Central Database Systems

- **Data Management Systems**
  - Closed Circuit Cameras/Video Analytics
  - Inductive Loop Detection
  - License Plate Readers
  - License Plate Recognition Software
  - Bluetooth and Wi-Fi Readers
  - Smartphone Data
  - Bicycle Counters

- **Communications Tools**
  - Wireless Communication (Cellular, Wi-Fi, DSRC)
  - Hardwired Communication (Fiber, Copper Interconnect)
  - Interagency Communication

- **Traveler Information Systems**
  - Dynamic Signs
  - Mobile Apps

Source: Puget Sound Regional Council Draft Regional Transportation Plan, 2018
Conducted preliminary calls with Snohomish County, Bellevue, and Federal Way to discuss potential for a regional inventory that identifies ITS deployments including locational information.

Based on these preliminary calls, our conversations with peer MPOs, and internal discussions at PSRC, we have developed three sets of questions to discuss with you today:

1. **1st set: Purpose and benefits of regional inventory**
2. **2nd set: How do we develop a regional inventory?**
3. **3rd set: Who should we be talking to?**
Purpose/Benefits

• An inventory is beneficial to PSRC because it provides a synthesized regional view of ITS/traffic operations deployments and sets the groundwork for identifying needs and gaps and developing potential policy recommendations.

• We want to hear your thoughts on potential benefits for PSRC member agencies and partners:
  • What would be most valuable to you about a shared regional inventory?
  • Which ITS deployments from the graphic shown earlier should we include in the inventory?
  • What is the right ‘altitude’ for the information collected? What level of detail should we be looking for?
  • Other thoughts or considerations?
How Do We Develop a Regional Inventory?

• We recognize there may be some technical challenges in developing a regional inventory that showcases what is being deployed where. The following questions will help us begin to identify and better understand these challenges:

  • How do you store your ITS deployment data and what level of information does it include?
  
  • How easy would it be to share this data?
  
  • Based on your understanding, what are some key differences in the ways different jurisdictions store their data?
  
  • What are the significant challenges in collating all of this data into a single inventory?
  
  • Other thoughts or considerations?
Who Should We Be Talking to?

- In addition to working with RTOC, we are weighing several options for reaching out to stakeholders for this process, including one-on-one in person meetings and telephone calls.

  - Who should we be talking to? Can you provide contacts?
  
  - What can we do to ensure participation?
  
  - What questions should we focus on?
  
  - Are we missing anything important? Other thoughts or considerations?