

# PACTS RTMS Subcommittee

Tuesday, October 10, 2023

10:00 a.m.-11:00 a.m.

Meeting Agenda

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**Remote:**

Webinar link: <https://us02web.zoom.us/j/81085447281>

Phone: 301-715-8592—Webinar ID: 810 8544 7281

Phone participants: \*9 to raise hand; \*6 to unmute

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This meeting is being recorded and will be made available at [gpcog.org/AgendaCenter](https://gpcog.org/AgendaCenter).

**1. Public Comment 5 minutes**

Members of the public are welcome to provide up to three minutes of public comment.

**2. Approval of the April 11, 2023, Meeting Notes 5 minutes**

**3. MaineDOT Update 15 minutes**

Updates on MaineDOT initiatives including an update to the Mobility Report.

**4. Phase 1 of the PACTS RTMS Central Management Master Plan 25 minutes**

Review design needs and gather input for Phase 1 of the PACTS RTMS Central Management Master Plan.

**5. Traffic Signal Prioritization 10 minutes**

Discussion of creating a regional prioritized list of signals for improvement.

**6. Adjourn**

## Upcoming Meetings

- Policy Board—Thursday, October 26, 11:00 AM – 1:00 PM
- Regional Transportation Advisory Committee (RTAC)—Tuesday, November 14, 9:00 – 11:00 AM (*note change from usual date due to Election Day*)
- Policy Board—Thursday, November 30, 11:00 AM – 1:00 PM (*note change from usual date due to Thanksgiving*)



## 2. Approval of the April 11, 2023, Meeting Notes

<b>Contact</b>	Elizabeth Roberts, staff
<b>Attachments</b>	2A—2023-4-11 PACTS RTMS Meeting Notes

The previous meeting of the PACTS RTMS Subcommittee was held on April 11, 2023. Notes for the meeting are included as Attachment 2A for review, discussion, and approval.

***Recommended action: Approve the April 11, 2023 PACTS RTMS Subcommittee meeting notes.***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to the panel's discussion.

## PACTS Regional Traffic Management System Committee Meeting Notes

Tuesday, April 11, 2023

100 AM

Remote Meeting

**In Attendance:**

<b>Committee Members</b>	<b>Affiliation</b>	<b>Attendance</b>
Tom Milligan	Biddeford	Y
Terry Deering	Gorham	Y
Steve Landry	MaineDOT	Y
Jeremiah Bartlett, Chair	Portland	Y
Pat Fox	Saco	N
Stephen Buckley	Scarborough	N
Justin Gove	South Portland	Y
Katherine Kelley	Westbrook	Y
Mark Arienti	Windham	Y
<b>Guests</b>		
Brad Lyon	Sebago Technics	
Curtis Thompson	Sebago Technics	
<b>For GPCOG</b>		
Elizabeth Roberts, Teagan Betori		

**1. Public Comments**

There was no public comment.

**2. Approval of the June 28, 2022 Meeting Notes**

The June 28, 2022 Meeting Notes were approved with no opposition and no public comment.

**3. Staff Report**

A five-party agreement was shared with the RTMS communities involved in Phase 1. Those municipalities were encouraged to follow-up internally to ensure they sign the agreement.

**4. Active Traffic Signal Monitoring and Operations**

Sebago Technics proposed changing the description of their task as a hired consultant. Currently, Sebago Technics is hired to respond to issues and requests from municipalities related to the RTMS System, but under the proposed reassignment Sebago Technics would actively monitor the traffic

signal operations for those traffic signals connected to central monitoring systems through the end of 2023.

Deliverables would include a monthly summary email with a checklist reviewing which signals are on- and off-line, Signal Performance Measures (SPM) to determine how the system is operating (noting irregularities), and Sebago Technics would also host and provide access to Power BI reports with split dashboards and connectivity dashboards. Sebago Technics would also continue to provide on-call remote diagnosis and troubleshooting.

Katherine Kelley (Westbrook) noted that there is a disconnect in communication between Sebago Technics, Westbrook engineers, and Westbrook technicians who might encounter problems in the field. Brad Lyon offered to meet with Westbrook staff (as well as other municipalities) to make introductions, familiarize staff with Sebago Technics abilities, and hopefully open a line of communication between field technicians and Sebago Technics staff.

Jeremiah Bartlett (Portland) moved to approve Sebago Technics contract revision; Justin Gove (South Portland) seconded the motion. All voting members present were in favor.

## **5. Other Business**

Steve Landry (MaineDOT) asked if there would eventually be a prioritized list of signals due for equipment upgrades. Elizabeth Roberts (GPCOG) responded that the first priority is to get all RTMS signals connected, but equipment upgrades are a long-term goal. Steve added that a prioritized list for signal upgrades is necessary to be allocated the funding necessary to make the upgrades.

Steve Landry asked for clarification on what equipment municipalities were planning to install moving forward. Brad Lyon responded that the general consensus has been to go with ATC controllers on recent upgrades. The region will be monitoring their own Central Management System (CMS). Brad also mentioned that detection is an area of great need, as well as cabinet replacement.

Municipalities were asked to submit prioritized signals/corridors and their needs to Elizabeth Roberts via email.

## **6. Adjourn**

The meeting was adjourned at approximately 10:55 AM.

### 3. MaineDOT Update

<b>Contact</b>	Steve Landry, MaineDOT
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In the Fall of 2022, MaineDOT decided to re-visit and update the Mobility Report. They created a committee which included members of MPOs and consultants to brainstorm topics for an updated Mobility Report. As part of this effort, MaineDOT has recently sent out a survey to municipalities across the state regarding signal maintenance and operations. Other topics that are being explored as part of the Mobility Report update are the following:

- Signal training
- Funding pilot projects
- Accommodating vulnerable road users
- Blank-out signs
- Bike signals
- Communications

***Recommended action: For information only***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to the panel's discussion.

#### 4. Phase 1 of the PACTS RTMS Central Management Master Plan

<b>Contact</b>	Dan Loring, MaineDOT
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At the October 12, 2021 RTMS Subcommittee meeting, the subcommittee supported an NTCIP Based Central System to upgrade the PACTS RTMS server and software and to fund the Phase 1 implementation for the Policy Board’s consideration. Phase 1 of the PACTS RTMS Central Management Master Plan would connect those signals that are currently connected to the Streetwise server to the new server.

At the October 28, 2021 Policy Board meeting, the Board approved the allocation of \$189,500 of capital funding to upgrade the RTMS server and software, contingent on the development of a local match cost sharing plan.

At the March 8, 2022 RTMS Subcommittee meeting, the subcommittee supported the inclusion of Gorham’s three Phase 4 signals and Westbrook’s Phase 4 signals into the Phase 1 project. The cost share for Phase 1 was distributed between the four municipalities of Portland, South Portland, Westbrook, and Gorham based on their municipalities total number of signals.

The project has been approved and included in the PACTS TIP and the STIP. An agreement with the four municipalities has been executed as of June 7, 2023.

MaineDOT is in the process of contracting with a consultant to design the project. This is an opportunity to discuss the design needs and gather input from all RTMS subcommittee members.

***Recommended action: For information and discussion only***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff’s report, prior to the panel’s discussion.

## 5. Traffic Signal Prioritization

<b>Contact</b>	Elizabeth Roberts, staff
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At the April 11<sup>th</sup> meeting, Steve Landry asked if our region had a list of signal priorities. Having a list of signal priorities could help in selecting signals for upgrades when funds become available.

In 2009, PACTS commissioned a study that assigned a priority to corridors within the region. Those corridors were all within the following municipalities:

- Portland
- Scarborough
- Westbrook

As the study is 14 years old and several signal projects have been completed in that time, an updated and expanded list of signal priorities would better position our region’s signals for possible future funding.

To start the process, staff has developed a few questions for discussion to determine how to proceed with prioritizing the region’s signals.

Should signals from all PACTS municipalities be included?

Should the breakdown be by corridor or by signal?

What factors are important for prioritizing signals?

- Peak hour traffic
- Age of signal structures
- Age of signal controller
- Type of communications or lack of
- Part of a coordinated system
- Part of a transit route
- Presence of bike/ped signals
- Other?

***Recommended action: For information and discussion only***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff's report, prior to the panel's discussion.