

Fresno COG CMP Steering Committee

Meeting Notes

Date: Wednesday, June 3rd, 2015

Time: 2:00 p.m. – 4:00 p.m.

Place: Fresno COG Ash Conference Room
2035 Tulare Street, Suite 201

Attendees:

Harpreet Kooner, Fresno County

Jill Gormley, City of Fresno

Mike Derr, City of Selma

Ryan Burnett, City of Clovis

Chai Vongsa, Fresno County

Frank Daniele, Fresno County

Ivonne Ripolle, Fresno County

Tim Barker, City of Clovis

Nicholas Don Paladino, Bicycling Club

Marta Frausto, Caltrans

David Padilla, Caltrans

William Bigbee, Caltrans

Scott Carson, FHWA

FCOG staff:

Kristine Cai

Mike Bitner

Kai Han,

Seth Scott

Lindsey Chargin

Angela Yang

Chair **Ms. Harpreet Kooner** called the meeting to order at 2:01 p.m.

I. Public Presentation

No presentations.

II. Information and discussion items

A. Welcome and Introductions

Ms. Kooner welcomed the attendees. Everyone introduced themselves.

Approval of Meeting Notes

Everyone reviewed the meeting notes for the May 6th CMP meeting.

Ms. Kooner asked a question about the deadlines of the reports for the Federal Highway Administration (FHWA) Bicycle/Pedestrian Count Technology Pilot Program.

Ms. Kristine Cai said there are two reports needed by FHWA, on December 15th, 2015 and April 26th, 2016. **Mr. Scott Carson** confirmed the dates.

Ms. Kooner made the motion to approve the meeting notes. **Mr. Nick Paladino** seconded the motion. **Ms. Kooner** called for a vote, and the committee unanimously voted to approve the meeting notes.

B. CMP Network Data Demonstration

Ms. Kooner opened the session.

Mr. Kai Han reviewed the previous CMP meetings, and showed a map of the new Fresno CMP networks. Based on the recommendation of the last CMP steering committee meeting on May 6th, the section of Highway 180, between Highways 41 and 99, was included into the new CMP networks. **Mr. Han** also showed a table of each CMP network's basic information: name, length, origin and destination intersections.

Mr. Paladino commented that it was good to set the CMP networks as simple as could be managed. Mr. Carson agreed with it.

Ms. Cai reviewed the previous CMP projects and pointed out that the CMP network would not have any impact on the eligibility for federal funding.

Mr. David Padilla was concerned whether to add the east of Highway 168 to the CMP networks, since Clovis might have more traffic in the future. **Mr. Han** said that there was no major activity center currently located in that area. The CMP networks could be updated every four years. It is not a 20 year plan.

The committee members mentioned that there were a lot of activities at Clovis Avenue, and were concerned whether there was any congestion in the west of Clovis. **Ms. Jill Gormley**, with the City of Fresno, said that the city didn't see a lot of congestion in that area for the past four years. **Mr. Frank Daniele** said that there was no congestion in the sections of Highway 168 and 180, where close to the airport area. **Mr. Padilla** suggested changing the Highway 168 CMP section's end from the Herdon intersection to the Shaw intersection, since there was not so much congestion at the Herndon and Highway 168.

Ms. Cai said the staff would like to look into those areas. **Ms. Cai** reiterated that there would be a lot of restrictions from the FHWA, for the projects in the CMP networks. It would be better to make the networks as simple as possible. The CMP update should be focused on the existing condition of our network. Concerns of potential traffic congestion on 180 E east of 168 to Clovis Ave due to the development of Fancher Creek could be addressed by adding that segment in when Fancher Creek is built out.

Ms. Kooner agreed with the idea that it was not necessary to put lots of networks in this round of CMP.

Ms. Kooner pointed out that the CMP networks were accepted and approved by the Committee in the last meeting.

The committee agreed that the current version of the CMP networks was good to go. No vote was needed.

Mr. Han showed dataset screenshots of the National Performance Management Research Data Set (NPMRDS) coverage in Fresno County. The data was collected by private companies providing the GPS navigation to monitor the travel speeds at the intersections. The data source is from the cell phone data. The data is aggregated, and the individual data is not available. The FHWA bought the the data from the companies. Only MPOs can have access to the dataset. The dataset is so large that it is very difficult for office computers to read the whole Fresno database.

Mr. Han showed sample data from the NPMRDS collected in November 2014. The data form and content were explained. It was possible to get the speed chart of traffic from the NPMRDS dataset. Besides the NPMRDS dataset, there are quality datasets could be available from private companies.

Ms. Cai mentioned that consulting firms would like to present the data collection and manipulation process to the committee. The FCOG considered asking the companies for a presentation and providing more easily used datasets.

C. Bike/Pedestrian Counter Technology Presentation

Ms. Kooner opened the session **Mr. Han** reviewed the previous meeting's decisions: the committee would like to buy mobile counters and to count both bicycle and pedestrian data.

Mr. Han explained a range of different technologies to count the bikes/pedestrians and introduced counter manufacturers. A list of companies that provides such counters includes: Eco-counter, Iteris, Jamar, and MetroCount. Besides the four companies' products, **Mr. Han** also briefly introduced the Miovision, which applying the video technology for counting.

Ms. Ivonne Ripolle said that the camera based sensor performed well to monitor the intersections. **Ms. Ripolle** pointed out that it was very important to cover the whole intersection to count the bike & ped data. **Mr. Padilla** mentioned that the Caltrans had eight video counters at the intersections. The counters performed very well, and the data was accurate. The batteries of counters were rechargeable.

The committee discussed the life cycle of batteries for counters and agreed with going for 24 hours continuous counting. The longer the time of data collection, the more accurate the data would be.

Based on the last committee meeting's discussion, **Mr. Han** recommended to select the Pyro-Box for pedestrian counts and TUBES for the bike counts.

The committee discussed whether to count the bike trail data. The committee was concerned about the counters security after installing it. **Ms. Cai** would check with other MPOs to see how they deal with the trails data.

Ms. Kooner asked about the data processing. **Mr. Tim Barker**, with City of Clovis, mentioned that Clovis got a video sensor, and the data processing for that was manual. That means a staff would need to sit there, watch the video and count. **Ms. Cai** answered that the Eco-Counter company offered free data processing service for the first year after purchasing their products.

The committee discussed the data validation methods, and reiterated that the project is to collect the real-time data, instead of the statistic results.

While discussing using the Eco-Counter company's sensors (Pyro-Box and TUBES), **the committee** was concerned about whether the company would charge the data transmission fee after the first year. It was questioned whether the staff could have the free access to download the original data, since the software seemed not to be available. The committee needs to know how the FCOG staff processes and gets the data from Eco-Counter's sensors.

Ms. Cai said staff would like to do more research on the issues of vendors, box security, data processing for Pyro-Box, TUBES, and video sensors. **Ms. Cai** planned to call the Eco-Counter company and ask about data processing, and also check with other MPOs, such as the San Diego Association of Governments (SANDAG), who already had a few hundreds sensors. More information will be sent out via email to solicit the committee member's ideas, and a decision could be made later.

The funding for the project was expected to be available in June, and the project would need to start in August. **Ms. Cai** pointed out that the Eco-Counter company needed three to four weeks to deliver the counters.

Ms. Kooner summarized that the committee narrowed down to two types of counters: The first one is Eco-Counter's Pyro-box and TUBES. The second one is the Miovision.

D. Bike/Pedestrian Count Locations

Ms. Kooner opened this session.

Ms. Cai showed a list of count locations that agencies proposed for the project. They are located in the City of Fresno, City of Clovis, Fresno State University, and County of Fresno. Mr. Mike Derr, with the City of Selma, proposed to add two locations in Selma. Ms. Cai will add them to the list. City of Reedley has also expressed interest, but has not sent in the count location information.

Ms. Cai introduced that the project would be able to purchase three Pyro-Box and three TUBES. Based on the discussion about the possibility to change the sensor options during this meeting, the FCOG staff would like to look at the numbers of new counters that the project would be able to purchase.

Ms. Cai suggested to count three to four locations for each agency, and to collect the data more than two weeks at each locations.

Mr. Paladino, with the Bicycling Club, would like to talk with Ms. Cai about where to put the counters in Woodward Park.

Ms. Cai asked the agencies to inform the project staff of the data collection priority at different locations.

Ms. Cai noted that the project will be brought to the next TTC/PAC meeting, on June 12, 2015. The staff looked forward to getting more feedback from outlying cities.

E. Other Items

No other items.

F. Adjourn

Ms. Kooner thanked everyone for their attendance, and closed the meeting at 4:00 p.m.