Multimodal System Inventory for Metropolitan Areas

STAC Meeting #4

December 3, 2025

2:00 pm – 4:00 pm

Oregon Department of Transportation

Agenda

Welcome! Add your name and role in the chat.

1. **Agenda review** (5 min)
2. **Project updates** (5 min)
3. **Data overview and intended uses** (1 hr)
4. **Break** (5 min)
5. **Collaborative data management** (40 min)
6. **Next steps** (5 min)

Project Updates

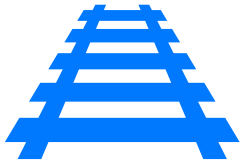
What is the Multimodal Inventory Project?

A collaborative effort to produce a multimodal dataset that supports local planning needs, aligns with the updated TPR and can be maintained over the long-term.

Project Outcomes

Standarized, multimodal datasets to comply with the updated TPR *(Geometry & Attributes)*

Methodologies for Data Collection, Processing, and QA/QC



Long-Term Data Management and Maintenance Framework

Using the data in Transportation System Plans

A TSP describes the existing transportation system and the projects, programs, and policies that will allow a community to meet its transportation needs and aspirations now and 20 years into the future.

Start the community conversation	Existing Conditions	Analyze Future Needs	Define Solutions	Create project list	Adopt, implement and revisit
Define goals, issues, and existing needs	Collect data about what is 'on the ground' now	If no changes are made, how will things look in 20 years?	What projects and programs can address needs for people driving, biking, walking, and taking transit? How can we achieve the 20-year vision?	Prioritize solutions that fit within likely budget	Revisit plans on regular basis Report progress on performance measures

Using the data in Transportation System Plans

A TSP describes the existing transportation system and the projects, programs, and policies that will allow a community to meet its transportation needs and aspirations now and 20 years into the future.

Start the community conversation	Existing Conditions	Analyze Future Needs	Define Solutions	Create project list	Adopt, implement and revisit
Create maps to support discussion of existing issues and future vision	Illustrate status & condition of the multimodal system - Pedestrian - Bicycle - Transit - Roadway - Crash analysis	Crash analysis Level of traffic stress Other performance measures (v/c, etc.) Travel demand modeling	Where do we need to fill gaps in the ped/bike system? Does modeling show a need to expand vehicle capacity? Are we serving key destinations?	Use the data to refine locations and extents of solutions	Track progress on: - Level of traffic stress - Safe, convenient ped crossings - Transit stops with nearby safe ped crossing

Recap of June STAC Meeting

- Grounded ourselves in project purpose, scope, and recent activities
- Demo of pilot dataset progress
- Discussed and sought feedback on proposed QA / QC process
- Frameup up long-term data management options (centralized, distributed or hybrid) and heard that a hybrid approach was preferred
- Reviewed an outline for the long-term data management plan

Project Updates

2024 / Pilot Cohort:

- Draft data setup complete (without intersection data)
- QA / QC underway - Ashland
- Final Data Delivered to Albany, Millersburg, Beaverton

Ashland	Albany	Millersburg
Beaverton	Keizer	Salem

Project Updates

2025 Cohort:

- Almost all draft data setup complete (without intersection data)
- QA / QC underway
- Final Data Delivered to Eagle Point

Bend	Hillsboro	Sherwood
Clackamas County	Jackson County	Springfield
Coburg	Jacksonville	Tualatin
Deschutes County	Medford	Washington County
Eagle Point	Multnomah County	Wilsonville
Forest Grove	Phoenix	
Gold Hill	Portland	

Project Updates

2026 Cohort:

- Will begin setting up intro calls in Dec/Jan timeframe
- Conducted first kick off meeting with City of Corvallis – expediting data processing to support local planning project

Adair Village	Gladstone	Lake Oswego	Rogue River
Benton County	Grants Pass	Lane County	Talent
Central Point	Gresham	Linn County	Tangent
Cornelius	Happy Valley	Marion County	Tigard
Corvallis	Jackson County	Maywood Park	Troutdale
Durham	Jefferson	Milwaukie	Turner
Eugene	Johnson City	Oregon City	West Linn
Fairview	Josephine Count	Philomath	Wood Village
	King City	Rivergrove	

Project Updates

General Updates

- Intersection data delivered and undergoing QA/QC
- Several conversations with ODOT Data Solutions Office, Data Section and Statewide Planning to review data management platforms
- Presentations at a range of partner events - our goal is ongoing and transparent communication
- Pursuing contract extension to add 6 months

Data Layer Findings

Project Datasets Updates

VEHICULAR + FREIGHT FACILITIES

- **Roadways**
- **Freight Routes**
- **Freight Terminals**

BICYCLE + PEDESTRIAN FACILITIES

- *Bicycle Routes*
- *Pedestrian Routes*
- *Pedestrian and Bicycle Crossings*

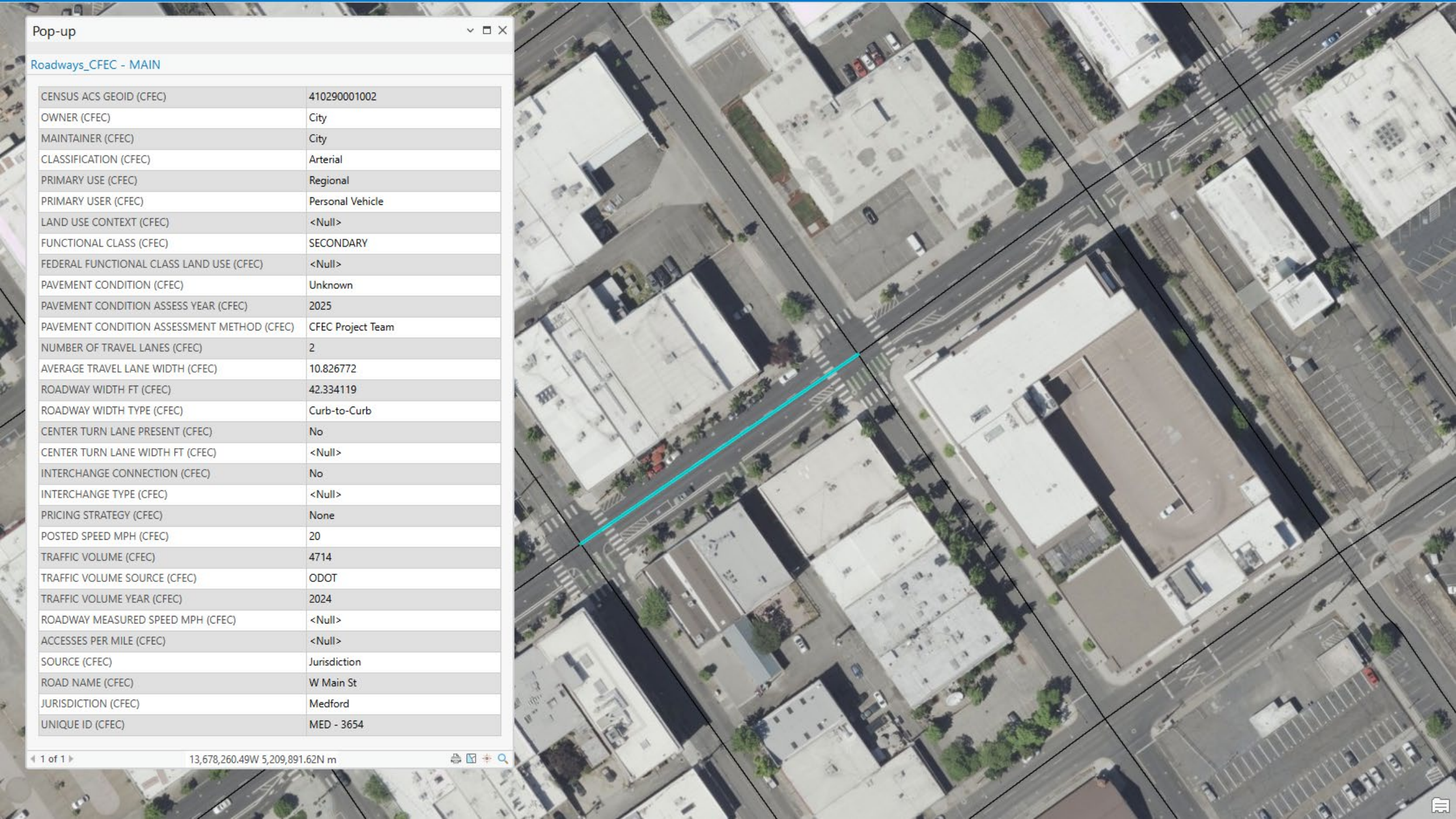
TRANSIT FACILITIES

- Transit Lines
- Transit Supportive Facilities (Stops)
- Transit Priority Infrastructure

OTHER RELEVANT DATA

- Key Destinations*
- Crashes
- *Intersection Points*

Bold = Update existing jurisdiction data
Italic = Develop using AI
* = Jurisdictions to populate during TSP


Pop-up
Roadways_CFEC - MAIN
CENSUS ACS GEOID (CFEC) 410290001002
OWNER (CFEC) City
MAINTAINER (CFEC) City
CLASSIFICATION (CFEC) Arterial
PRIMARY USE (CFEC) Regional
PRIMARY USER (CFEC) Personal Vehicle
LAND USE CONTEXT (CFEC) <Null>
FUNCTIONAL CLASS (CFEC) SECONDARY
FEDERAL FUNCTIONAL CLASS LAND USE (CFEC) <Null>
PAVEMENT CONDITION (CFEC) Unknown
PAVEMENT CONDITION ASSESS YEAR (CFEC) 2025
PAVEMENT CONDITION ASSESSMENT METHOD (CFEC) CFEC Project Team
NUMBER OF TRAVEL LANES (CFEC) 2
AVERAGE TRAVEL LANE WIDTH (CFEC) 10.826772
ROADWAY WIDTH FT (CFEC) 42.334119
ROADWAY WIDTH TYPE (CFEC) Curb-to-Curb
CENTER TURN LANE PRESENT (CFEC) No
CENTER TURN LANE WIDTH FT (CFEC) <Null>
INTERCHANGE CONNECTION (CFEC) No
INTERCHANGE TYPE (CFEC) <Null>
PRICING STRATEGY (CFEC) None
POSTED SPEED MPH (CFEC) 20
TRAFFIC VOLUME (CFEC) 4714
TRAFFIC VOLUME SOURCE (CFEC) ODOT
TRAFFIC VOLUME YEAR (CFEC) 2024
ROADWAY MEASURED SPEED MPH (CFEC) <Null>
ACCESSES PER MILE (CFEC) <Null>
SOURCE (CFEC) Jurisdiction
ROAD NAME (CFEC) W Main St
JURISDICTION (CFEC) Medford
UNIQUE ID (CFEC) MED - 3654
1 of 1
13,678,260.49W 5,209,891.62N m

Project Datasets: Roadways

Technical Adjustments

- Alternative Source (E911)
- Additional Fields
- Developed AADT Priority

Lessons Learned

- AI has a hard time allocating lanes when there is no center stripe.
- AI has a hard time locating all center turn lanes.

Required TPR Attributes

- Location
- Ownership
- Maintenance Responsibility
- Classificaton
- Primary Uses
- Primary Users
- Land Use Context
- Functional Classificaton
- Condition
- Condition Year
- Condition Methodology
- Number of Travel Lanes
- Lane Width
- Center Turn Lane
- Center Turn Lane Width
- Interchange Location
- Interchange Type
- Pricing Strategy
- Travel Speed
- Traffic Volume
- Traffic Volume Year
- Traffic Volume Source
- Roadway Width
- Roadway Width Type
- Federal Functional Classification
- Access Density
- Name
- Jurisdiction
- Unique ID

Description: All roadway facilities, including local roads, collectors, arterials, and expressways on public rights of way within a UGB.

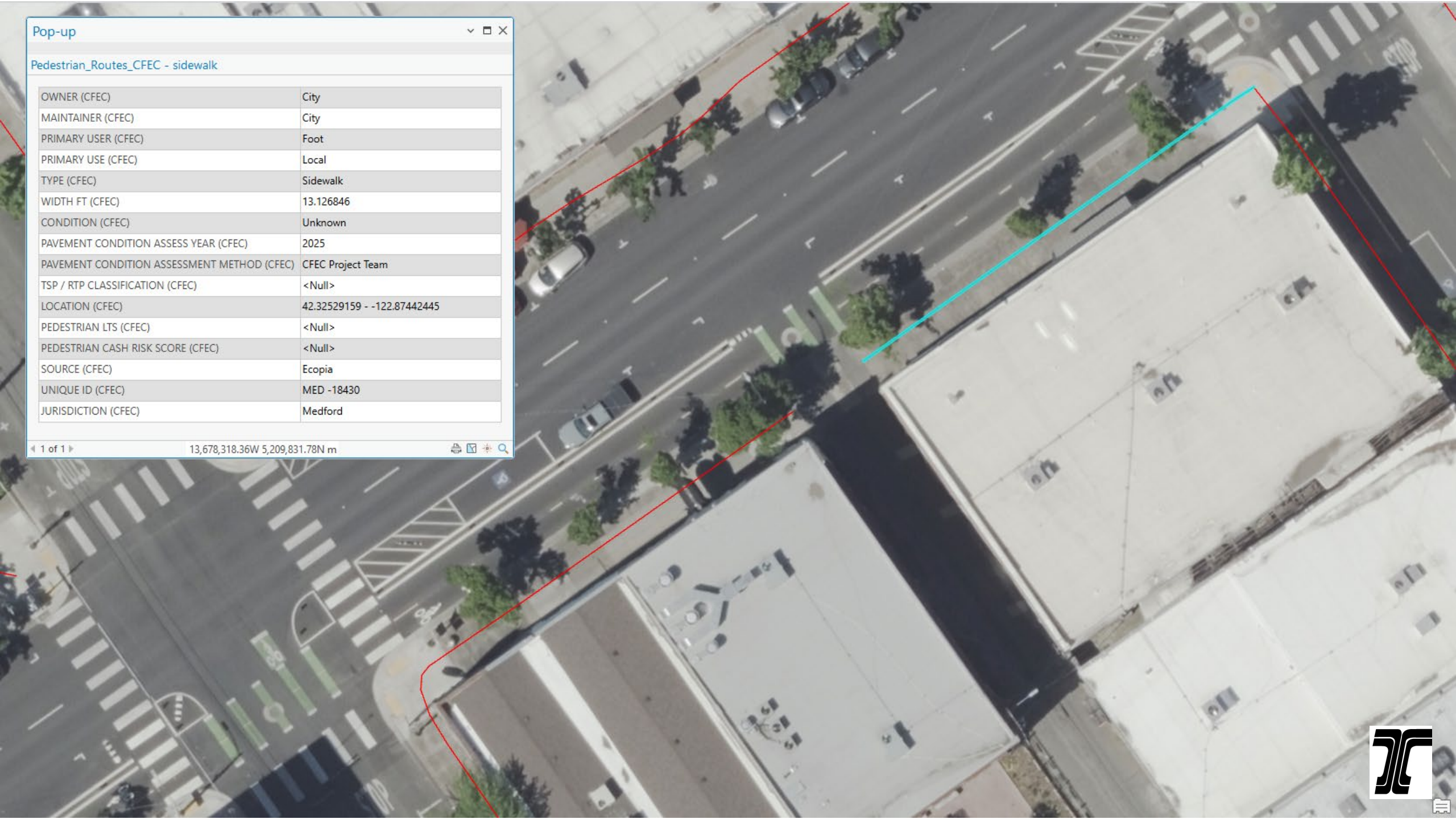
Geometry Type: Line

Source: Jurisdiction (Existing) or E911

Relevant TPRs: -0150, -0155, -0805

Project Phase: Primary

Level of Accuracy:
Spatial = Varies (existing data)
Attributes = High


Pop-up
Pedestrian_Routes_CFEC - sidewalk
OWNER (CFEC) City
MAINTAINER (CFEC) City
PRIMARY USER (CFEC) Foot
PRIMARY USE (CFEC) Local
TYPE (CFEC) Sidewalk
WIDTH FT (CFEC) 13.126846
CONDITION (CFEC) Unknown
PAVEMENT CONDITION ASSESS YEAR (CFEC) 2025
PAVEMENT CONDITION ASSESSMENT METHOD (CFEC) CFEC Project Team
TSP / RTP CLASSIFICATION (CFEC) <Null>
LOCATION (CFEC) 42.32529159 - -122.87442445
PEDESTRIAN LTS (CFEC) <Null>
PEDESTRIAN CASH RISK SCORE (CFEC) <Null>
SOURCE (CFEC) Ecopia
UNIQUE ID (CFEC) MED -18430
JURISDICTION (CFEC) Medford
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13,678,318.36W 5,209,831.78N m

Project Datasets: Pedestrian Routes

Technical Adjustments

- Additional Fields
- Sidewalk and Trails Datasets
- Manually entering missing facilities

Required Attributes

- Location
- Owner
- Maintainer
- Use
- User
- Type
- Width
- Condition
- Condition Year
- Condition Methodology
- Classification/Designation
- Source
- Jurisdiction
- Unique ID

Secondary Attributes

- Level of Traffic Stress Inputs *
- Crash Risk Inputs *

Description: All paved pedestrian and shared use facilities on public rights of way within a UGB.

Geometry Type: Line

Source: Jurisdiction (Existing) + AI

Relevant TPRs: -0150, -0155, -0505, -0905

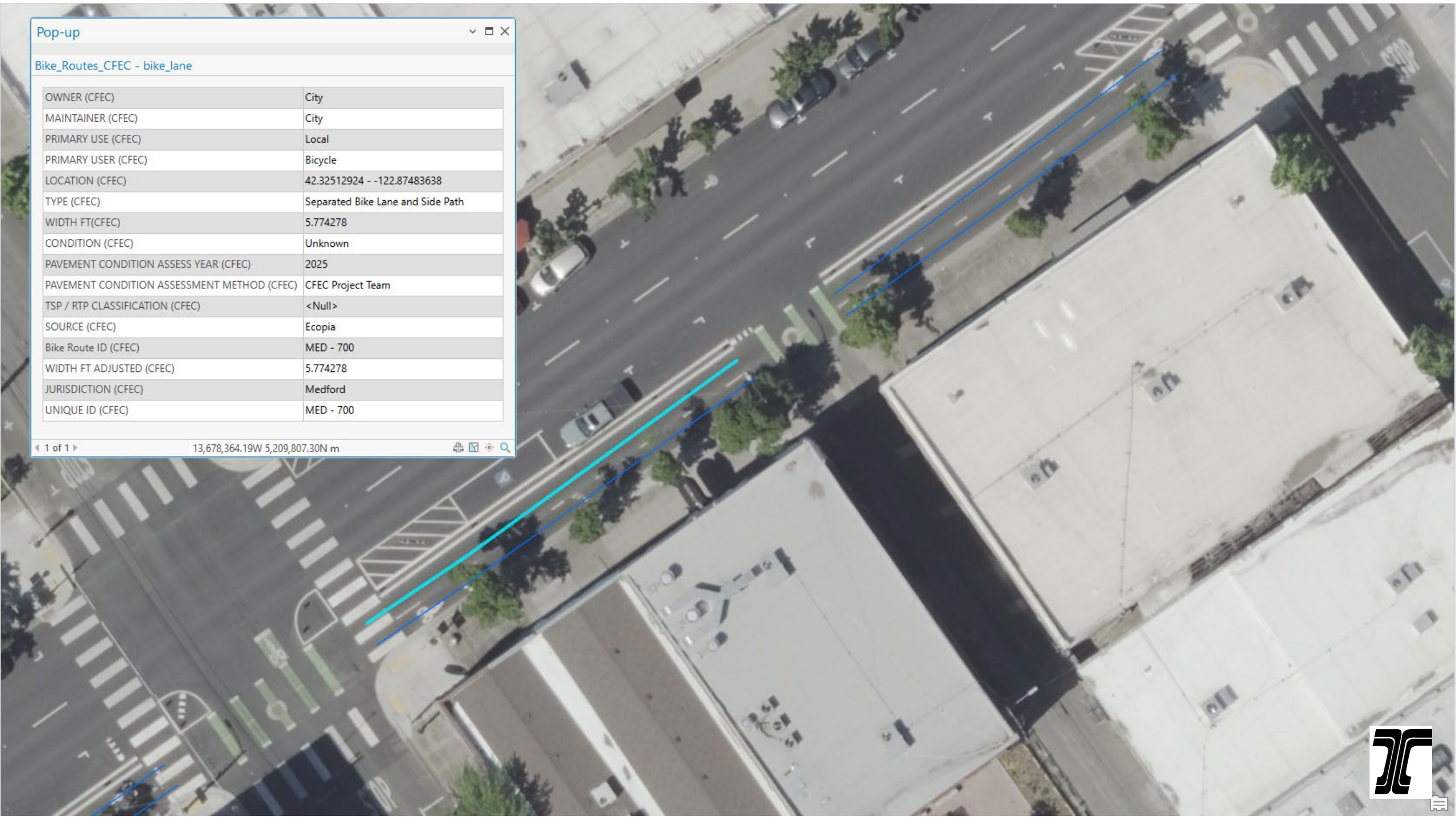
Project Phase: Primary

Level of Accuracy:
Spatial = High
Attributes = Moderate

Project Datasets: Pedestrian Routes

Lessons Learned So Far…

- AI has a hard time locating data in tree / tall building cover.
- AI derived widths can be inaccurate, but project team does not have the resources to review.
- AI derived widths are too detailed. Some jurisdictions will add a field to put them in bins (ex: 1-4', 5-8', >8')
- Some jurisdictions have a sidewalk layer with trails; others have a sidewalk layer as well as a trails layer.
- Jurisdictions vary on whether they want non-ROW facilities included. (ex: Southern Oregon Univ. Campus)
- Condition attribute may not be accurate enough for jurisdictions to have confidence.


Pop-up
Bike_Routes_CFEC - bike_lane
OWNER (CFEC) City
MAINTAINER (CFEC) City
PRIMARY USE (CFEC) Local
PRIMARY USER (CFEC) Bicycle
LOCATION (CFEC) 42.32512924 - -122.87483638
TYPE (CFEC) Separated Bike Lane and Side Path
WIDTH FT(CFEC) 5.774278
CONDITION (CFEC) Unknown
PAVEMENT CONDITION ASSESS YEAR (CFEC) 2025
PAVEMENT CONDITION ASSESSMENT METHOD (CFEC) CFEC Project Team
TSP / RTP CLASSIFICATION (CFEC) <Null>
SOURCE (CFEC) Ecopia
Bike Route ID (CFEC) MED - 700
WIDTH FT ADJUSTED (CFEC) 5.774278
JURISDICTION (CFEC) Medford
UNIQUE ID (CFEC) MED - 700
1 of 1
13,678,364.19W 5,209,807.30N m

Project Datasets: Bicycle Routes

Technical Adjustments

- Additional Fields
- Widths of narrow (<3ft) and wide (>9ft) need to be reviewed
- Updated Types
- Manually entering missing facilities

Required Attributes

- Location
- Type
- Width
- Review Width
- Condition
- Condition Year
- Condition Methodology
- Classification/Designation
- Jurisdiction
- Unique ID
- Source

Secondary Attributes

- Level of Traffic Stress Inputs *
- Crash Risk Inputs *

Description: All paved, marked bicycle facilities on public rights of way within a UGB.

Geometry Type: Line

Source: Jurisdiction (Existing) + AI

Relevant TPRs: -0605(1), -0610(1), -0150(4)(a), -0155(5)(a), -0905(2)(b)(A)

Project Phase: Primary

Level of Accuracy:
Spatial = High
Attributes = Moderate

Project Datasets: Bicycle Routes

Lessons Learned So Far…

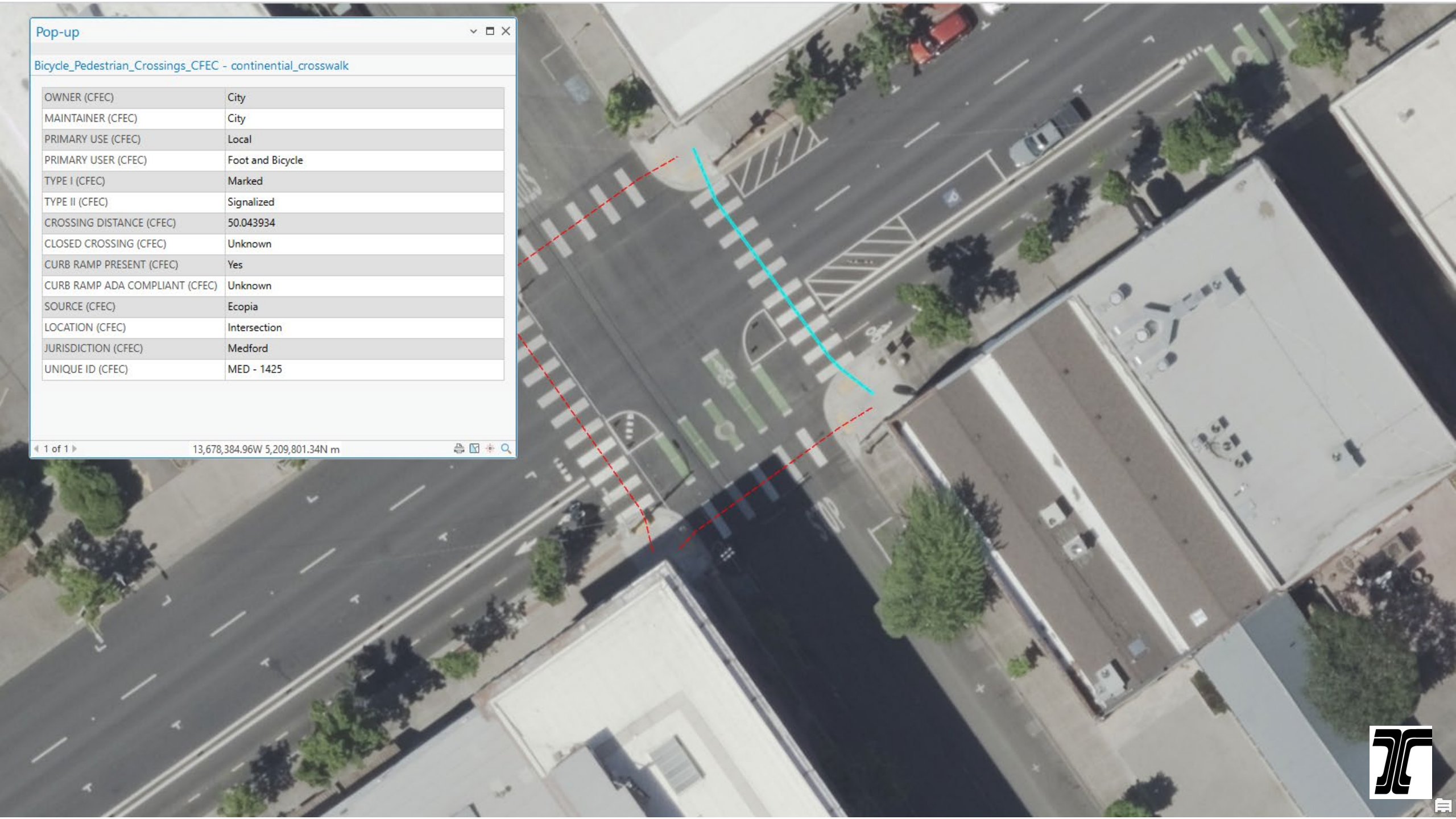
- AI has a hard time locating data in tree / tall building cover.
- AI derived widths can be inaccurate when the striping is limited, or there is adjacent parking.
- Identifying physical buffers (bollards, curbs) is difficult.
- Identifying Bike Boulevards as a type will require designation from jurisdictions.
- Identifying Paved Shoulders as a type will require designation from jurisdictions.
- AI derived lines do not extend through intersections.

Project Datasets: Bicycle Routes

Updating Bike Route Types

- Fall 2024: Bike/Ped Working Group direction to define bike route types using AASHTO Bike Guide typology.
- Summer 2025: Project team identifies need to distinguish between striped bike lanes and no marked ROW.
- Solution: Subdivide AASHTO category into striped lanes vs. shared facilities

AASHTO Bicycle Facility Type	MM Inventory Type
Shared Lanes and Bike Lanes	Shared Lane
	Bike Lanes (including buffered bike lanes utilizing only paint, no physical or elevation barrier)


Pop-up
Bicycle_Pedestrian_Crossings_CFEC - continential_crosswalk
OWNER (CFEC) City
MAINTAINER (CFEC) City
PRIMARY USE (CFEC) Local
PRIMARY USER (CFEC) Foot and Bicycle
TYPE I (CFEC) Marked
TYPE II (CFEC) Signalized
CROSSING DISTANCE (CFEC) 50.043934
CLOSED CROSSING (CFEC) Unknown
CURB RAMP PRESENT (CFEC) Yes
CURB RAMP ADA COMPLIANT (CFEC) Unknown
SOURCE (CFEC) Ecopia
LOCATION (CFEC) Intersection
JURISDICTION (CFEC) Medford
UNIQUE ID (CFEC) MED - 1425
1 of 1
13,678,384.96W 5,209,801.34N m

Project Datasets: Marked Crossings

Technical Adjustments

- Additional Fields
- Splitting AI-derived Crossings
- Revised Crossing Distanct Methodology
- ADA Accessibility will be jurisdictions responsibility
- Manually entering missing facilities

Required Attributes

- Location
- Owner
- Maintainer
- User
- Use
- Type
- Crossing Distance
- Closed Crossings
- Curb Ramp Present
- ADA Accesibility
- Jurisdiction
- Unique ID

Secondary Attributes

- Distance Between Crossings
- Crossing Treatment

Description: Pedestrian and bicycle crossings with striping on public rights of way within a UGB.

Geometry Type: Line

Source: Jurisdiction (Existing) + AI

Relevant TPRs: -0505(1)(b), 0155(5)(a), -0605(1), -0155(5)(a), -0905(2)(b)(A)

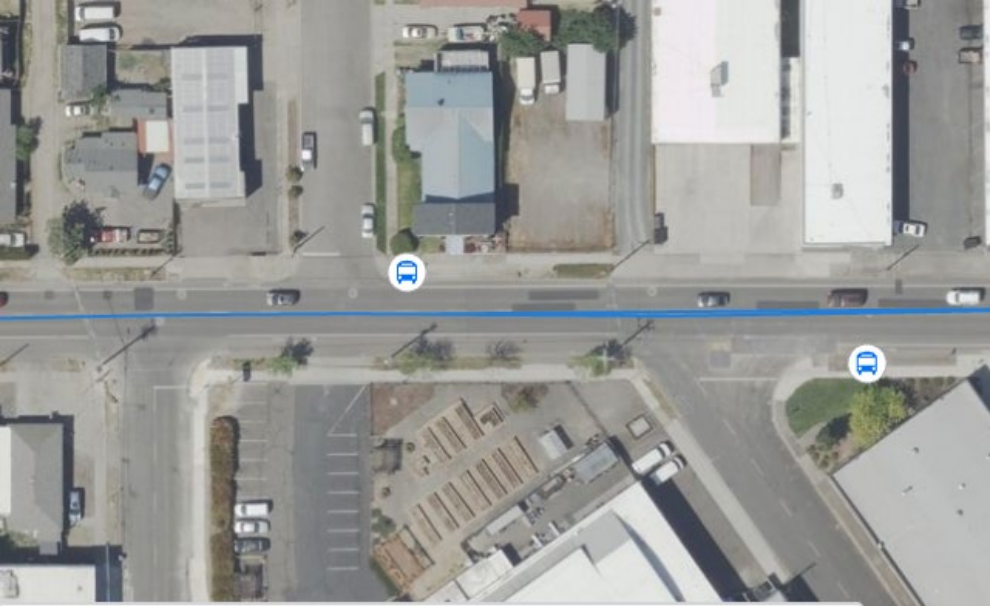
Project Phase: Primary

Level of Accuracy:
Spatial = High
Attributes = High

Project Datasets: Marked Crossings

Lessons Learned So Far…

- AI has a hard time locating data in tree / tall building cover.
- AI picks up crossings with pavers and other non-compliant treatments.
- AI derived geometery cannot be used for lengths and instead requires a process including AI derived land use.
- AI derived crossings include additional lines to connect to pedestrian facilities. These lines must be queried out when inventorying crossings.



Pop-up

Transit_Lines_CFEC - 30

OWNER (CFEC)	Rogue Valley Transportation District
MAINTAINER (CFEC)	Rogue Valley Transportation District
PRIMARY USE (CFEC)	Pass-Through
PRIMARY USER (CFEC)	Transit
COVERAGE TYPE (CFEC)	Intercity
SERVICE TYPE (CFEC)	Bus
ROUTE # (CFEC)	30
DEDICATED TRANSIT LANE (CFEC)	No
MINIMUM HEADWAY MINS (CFEC)	60
MAXIMUM HEADWAY MINS (CFEC)	360
SERVICE SPAN HRS (CFEC)	06:47 - 18:07
TSP/RTP CLASSIFICATION (CFEC)	<Null>

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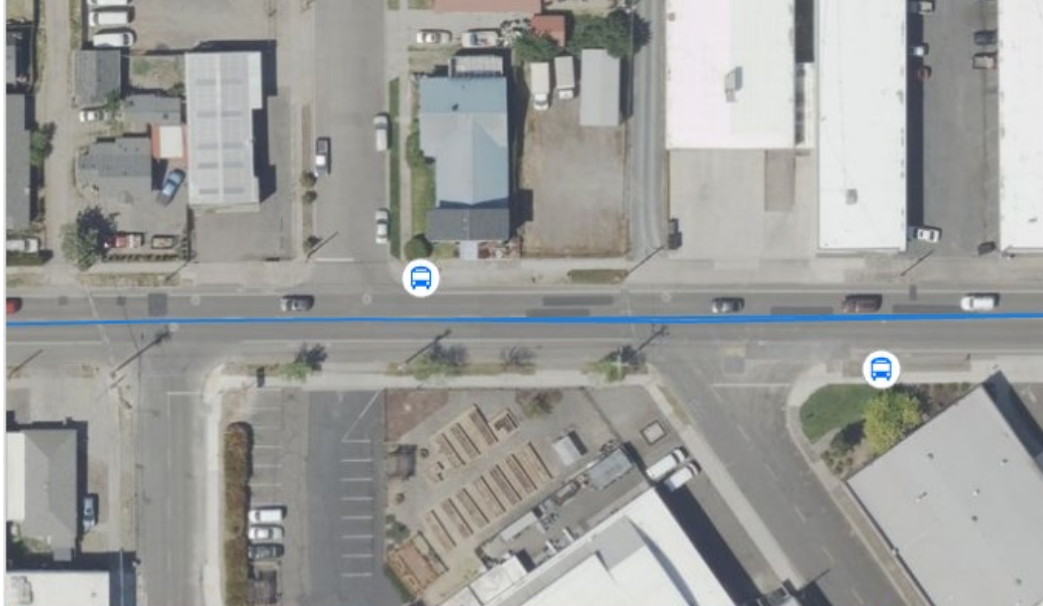
13,682,726.45W 5,209,603.53N m



Pop-up

Transit_Supportive_Facilities_CFEC - Jackson St - East of Fir St

LOCATION - STOP NAME (CFEC)	Jackson St - East of Fir St
OWNER (CFEC)	Rogue Valley Transportation District
MAINTAINER (CFEC)	Rogue Valley Transportation District
PRIMARY USER (CFEC)	Transit
TYPE (CFEC)	Stop
MAJOR STATION (CFEC)	No
AMENITIES - SHELTER (CFEC)	No
AMENITIES - SIGNAGE (CFEC)	No
AMENITIES - ANCILLARY (CFEC)	Unknown
ADA ACCESSIBLE (CFEC)	No

1 of 1

13,678,851.06W 5,210,694.08N m

Project Datasts: Transit

Technical Adjustments

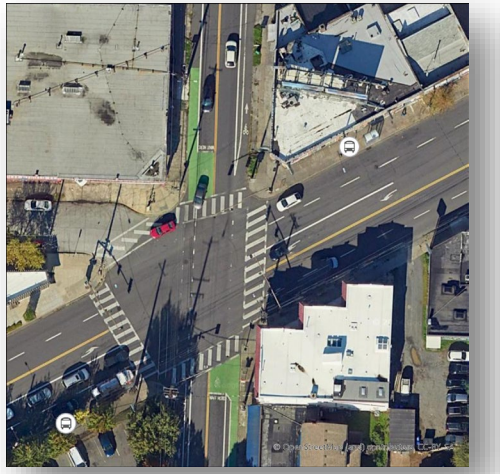
- Non-GTFS Info

Transit Lines – Required Attributes

- Location
- Coverage Type
- Service Type
- Route #
- Transit Lane
- Minimum Headway
- Maximum Headway
- Service Span
- Classification / Designation

Transit Stop – Required Attributes

- Location
- Type
- Major Station
- Amenities – Shelter
- Amenities – Signage
- Amenities – Ancillary Facilities
- ADA Accessibility



Description: Existing Transit Stops on public rights of way within a UGB.

Geometry Type: Point

Source: GTFS (primary source) with Transit Agencies/Jurisdictions providing input and review

Relevant TPRs: -0705(1), -0700(4)(a)

Project Phase: Primary

Level of Accuracy:
Spatial = High
Attributes = High

Description: Existing Transit Service Lines on public rights of way within a UGB.

Geometry Type: Line

Source: GTFS (primary source) with Transit Agencies/Jurisdictions providing input and review

Relevant TPRs: -0705, -0150

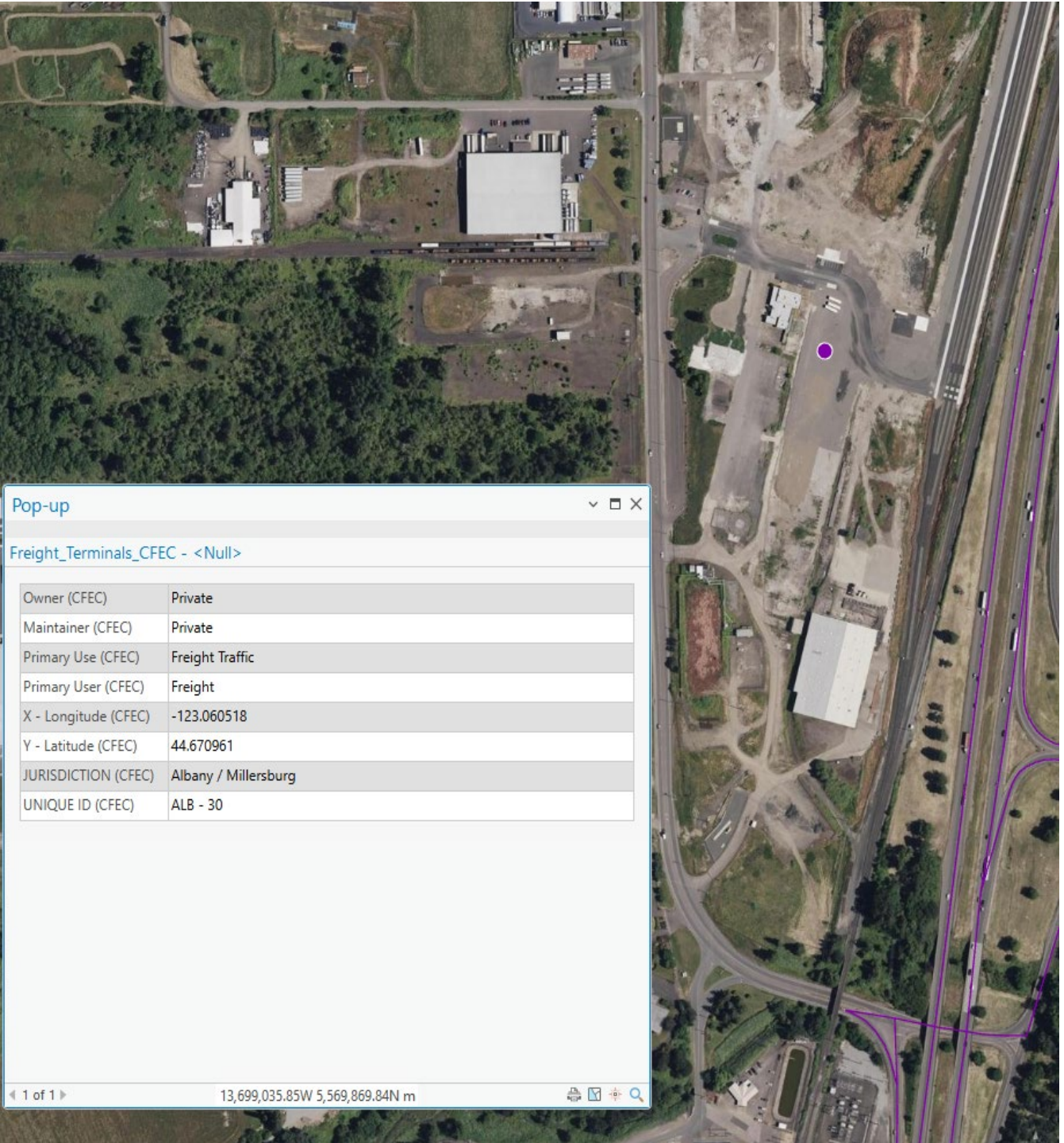
Project Phase: Primary

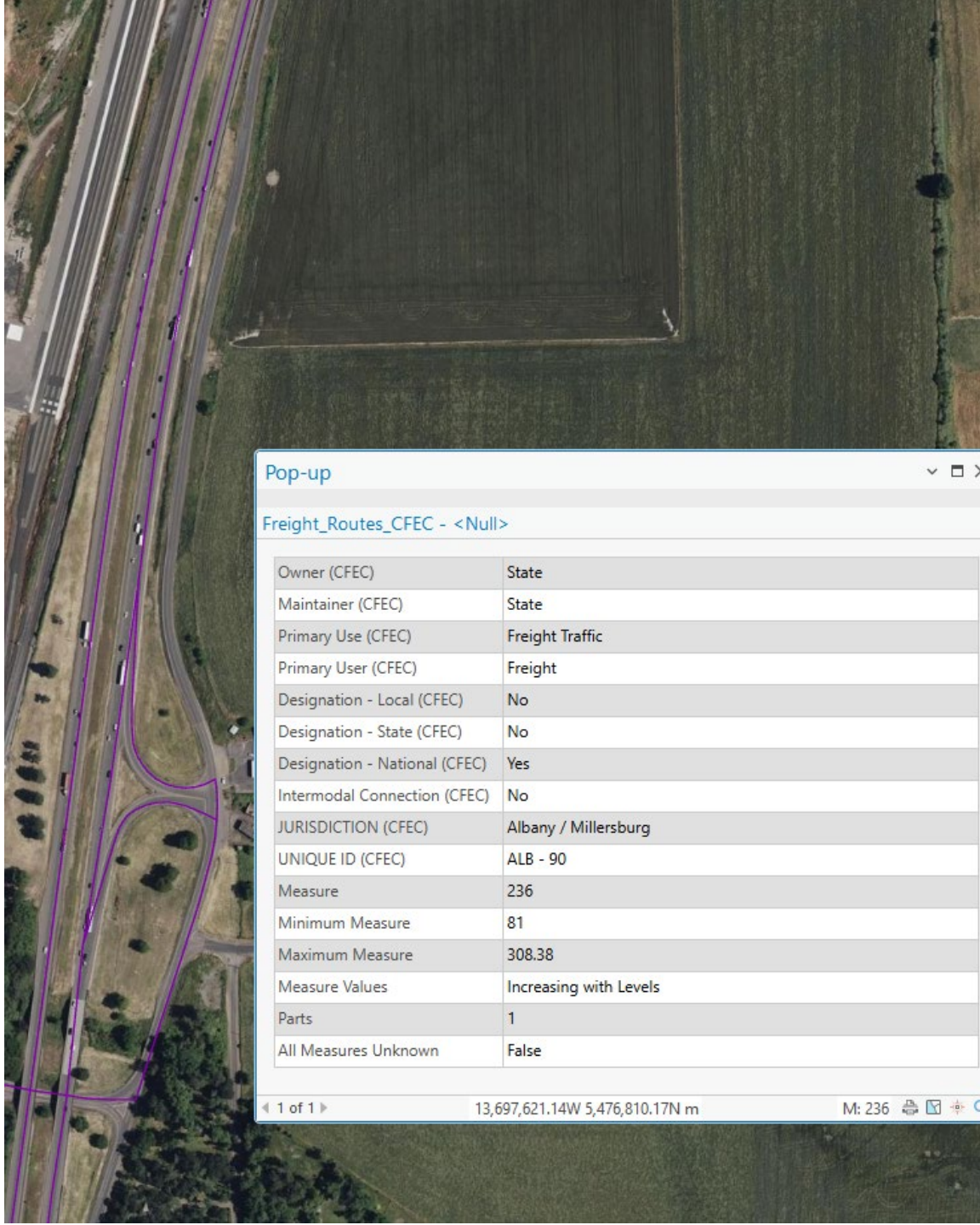
Level of Accuracy:
Spatial = High
Attributes = High

Project Datasets: Transit

Lessons Learned So Far…

- Automation has been successful on all but the largest networks
- Additional information being solicited from Transit Agencies (ex. Schedule, ADA Compliance, Shelter)
- Larger jurisdictions may have more than one Transit dataset due to multiple providers.
- Smaller providers have little information.


Pop-up
Freight_Terminals_CFEC - <Null>
Owner (CFEC) Private
Maintainer (CFEC) Private
Primary Use (CFEC) Freight Traffic
Primary User (CFEC) Freight
X - Longitude (CFEC) -123.060518
Y - Latitude (CFEC) 44.670961
JURISDICTION (CFEC) Albany / Millersburg
UNIQUE ID (CFEC) ALB - 30
1 of 1
13,699,035.85W 5,569,869.84N m


Pop-up
Freight_Routes_CFEC - <Null>
Owner (CFEC) State
Maintainer (CFEC) State
Primary Use (CFEC) Freight Traffic
Primary User (CFEC) Freight
Designation - Local (CFEC) No
Designation - State (CFEC) No
Designation - National (CFEC) Yes
Intermodal Connection (CFEC) No
JURISDICTION (CFEC) Albany / Millersburg
UNIQUE ID (CFEC) ALB - 90
Measure 236
Minimum Measure 81
Maximum Measure 308.38
Measure Values Increasing with Levels
Parts 1
All Measures Unknown False
1 of 1
13,697,621.14W 5,476,810.17N m
M: 236

Project Datasets: Freight

Technical Adjustments

- Additional Fields

Lessons Learned

- Many small jurisdictions do not have Freight Terminals.
- Changes from the USDOT / ODOT datasets are minimal.

Routes – Required Attributes

- Location
- Ownership
- Maintenance Responsibility
- Classificaton
- Primary Uses
- Primary Users
- Designation
- Intermodal Connectors
- Jurisdiction
- Unique ID

Terminals – Required Attributes

- Location
- Ownership
- Maintenance Responsibility
- Freight Terminal
- Jurisdiction
- Unique ID

Description: Designated freight routes and intermodal connectors on public rights of way within a UGB.

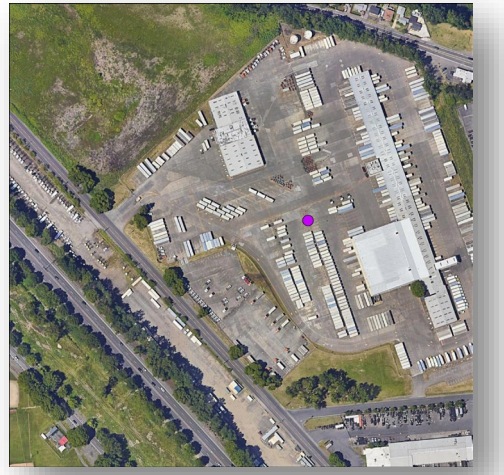
Geometry Type: Line

Source: USDOT National Multi-modal Freight Network and Jurisdictions

Relevant TPRs: 0155, -0805

Project Phase: Primary

Level of Accuracy:
Spatial = High (existing data)
Attributes = High



Description: Freight terminals accessible from public rights of way within a UGB.

Geometry Type: Point

Source: USDOT National Multi-modal Freight Network and Jurisdictions

Relevant TPRs: 0155, -0805

Project Phase: Primary

Level of Accuracy:
Spatial = High
Attributes = High

Pop-up

Intersection Points - 1

BIKE FACILITY TYPE (CFEC)	<Null>
LANES PER DIRECTION (CFEC)	1 Lane
PARKING WIDTH (CFEC)	<Null>
BIKE LANE WIDTH (CFEC)	<Null>
BIKE LANE BUFFER PRESENCE (CFEC)	No
BIKE LANE BUFFER WIDTH (CFEC)	<Null>
BIKE LANE BUFFER TYPE (CFEC)	<Null>
RIGHT TURN LANE LENGTH (CFEC)	0
BIKE LEFT TURN LANES CROSSED (CFEC)	0
INTERSECTION TYPE (CFEC)	Roundabout
MEDIAN REFUGE (CFEC)	Yes
MEDIAN WIDTH (CFEC)	<Null>
ROUNDABOUT ENTRY TYPE (CFEC)	Single Entry
ROUNDABOUT EXITY TYPE (CFEC)	Single Exit
ROUNDABOUT # OF CIRCULATING LANES (CFEC)	1 Lane
SIDEWALK PRESENCE (CFEC)	<Null>
SIDEWALK WIDTH (CFEC)	0
SIDEWALK BUFFER TYPE (CFEC)	<Null>
SIDEWALK BUFFER WIDTH (CFEC)	0
PEDESTRIAN LANES CROSSED (CFEC)	<Null>
SIDEWALK RAMPS (CFEC)	<Null>
CROSSWALK TREATMENT - MARKINGS (CFEC)	Yes
CROSSWALK TREATMENT - RAISED (CFEC)	Unknown
CROSSWALK TREATMENT - FLASHING BEACON (CFEC)	Unknown
CROSSWALK TYPE (CFEC)	<Null>
TEMP_TOTAL_LANES	2
JURISDICTION (CFEC)	<Null>
UNIQUE ID (CFEC)	<Null>

1 of 1

13,675,624.50W 5,209,192.08N m

Project Datasets: Intersections (IN PROGRESS)

Technical Adjustments

- Consider removing redundant fields (ex. Bike Lane Type)
- May require adjusting domain values (ex. Bike Lane Buffer Type)
- Will likely require team to remove some intersections

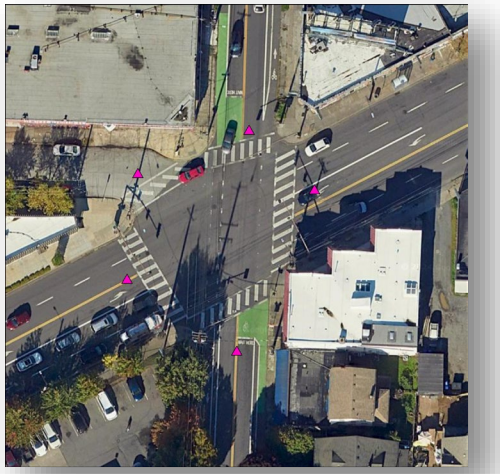
Lessons Learned so Far…

- AI derived attributes vary in terms of accuracy. This is due to the complexity of the attributes.
- This dataset will require the highest LOE for jurisdictions to review and update.

Required Attributes

- **Lanes per direction**
- Parking Presence
- Parking Width
- Frequent Blockage
- **Bike Lane Buffer Presence**
- Bike Lane Buffer Width
- Bike Lane Buffer Type
- **Right Turn Lane Type for Bicycle Users**
- **Right / Left Turn Lane Length**
- Right / Left Turn Lane Vehicle Speed
- **Bicycle Left Turn Lanes Crossed**
- Intersection Type
- **Median Refuge**
- **Median Refuge Width**
- Unsignalized One-way or Two-way
- Unsignalized Prevailing Speed
- **Roundabout Entry / Exit Type**
- **Roundabout Entry / Exit Approach**
- **Roundabout # of Circulating Lanes**
- Sidewalk Buffer Type
- **Sidewalk Buffer Width**
- Illumination Presence
- Sidewalk Ramps
- Treatments - Markings
- Treatments – Roadside Signage
- Treatments – PHB or RRFB
- Treatments – Street Signs
- Treatments – Curb Extensions
- Treatments – Raised Crosswalk
- Treatments – Flashing Beacon

(**Bold = AI Derived Attribute**)



Description: Points for each road entering an intersection. This dataset will be used primarily for BLTS and PLTS analyses. This dataset would only apply to collector and arterial streets. Typically, this dataset is developed manually, and it may not be possible to develop a statewide dataset with the specified level of detail.
Geometry Type: Point

Source: AI + Project Team

Relevant TPRs: -0905(2)(b)(A)

Project Phase: Contingency

Level of Accuracy:
Spatial = Moderate
Attributes = Moderate

Discussion

Do these technical resolutions make sense?
Are there other things we should keep in mind?

What additional questions do you have?

Let’s take a break.

See you in 5.

Proposed Data Management Approach

Building a Dataset for the Long-Term

A long-term governance strategy is necessary to ensure a sustainable dataset. The long-term plan will cover:

- Collaboration, coordination and communication (IGAs, roles, governance structure, etc)
- Data classification
- Data standards and definitions
- Policies on access, usage and security
- Data storage & technologies (how and where)
- Data processes, lineage, quality assurance

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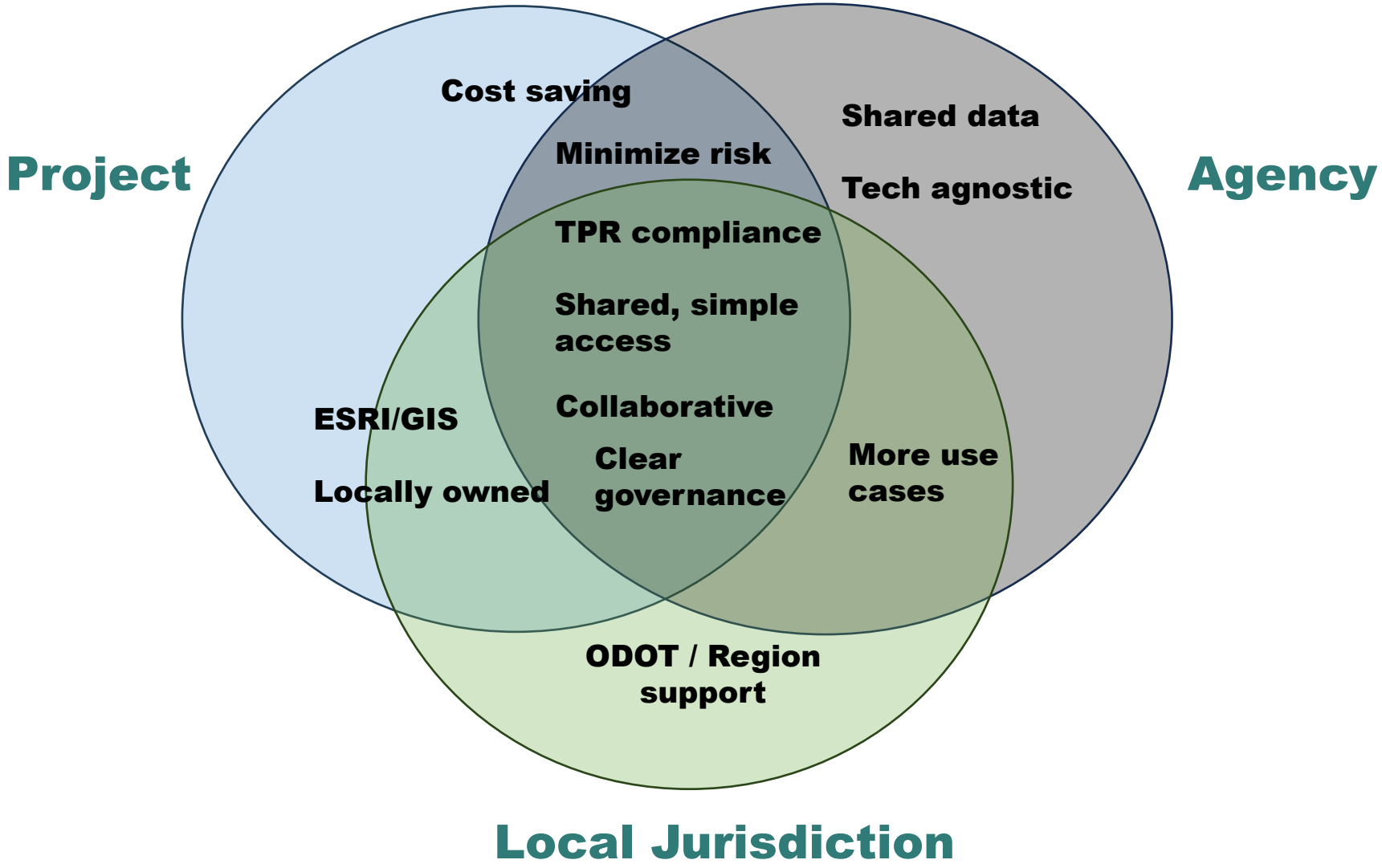
Recap on Local Jurisdiction Goals

Local

- Meet TPR requirements
- Efficient and cost-effective data updates
- Preserve integrity of initial local datasets
- Support from Agency, COG or MPO to update data
- Clear process and expectations for data updates in a centralized platform
- Easy to access – ideally an existing platform
- Accommodate a range of skillsets
- Visual platform for use, exploration and presentations
- Periodic audits and version control

Project, Local Jurisdiction, and Agency Goals

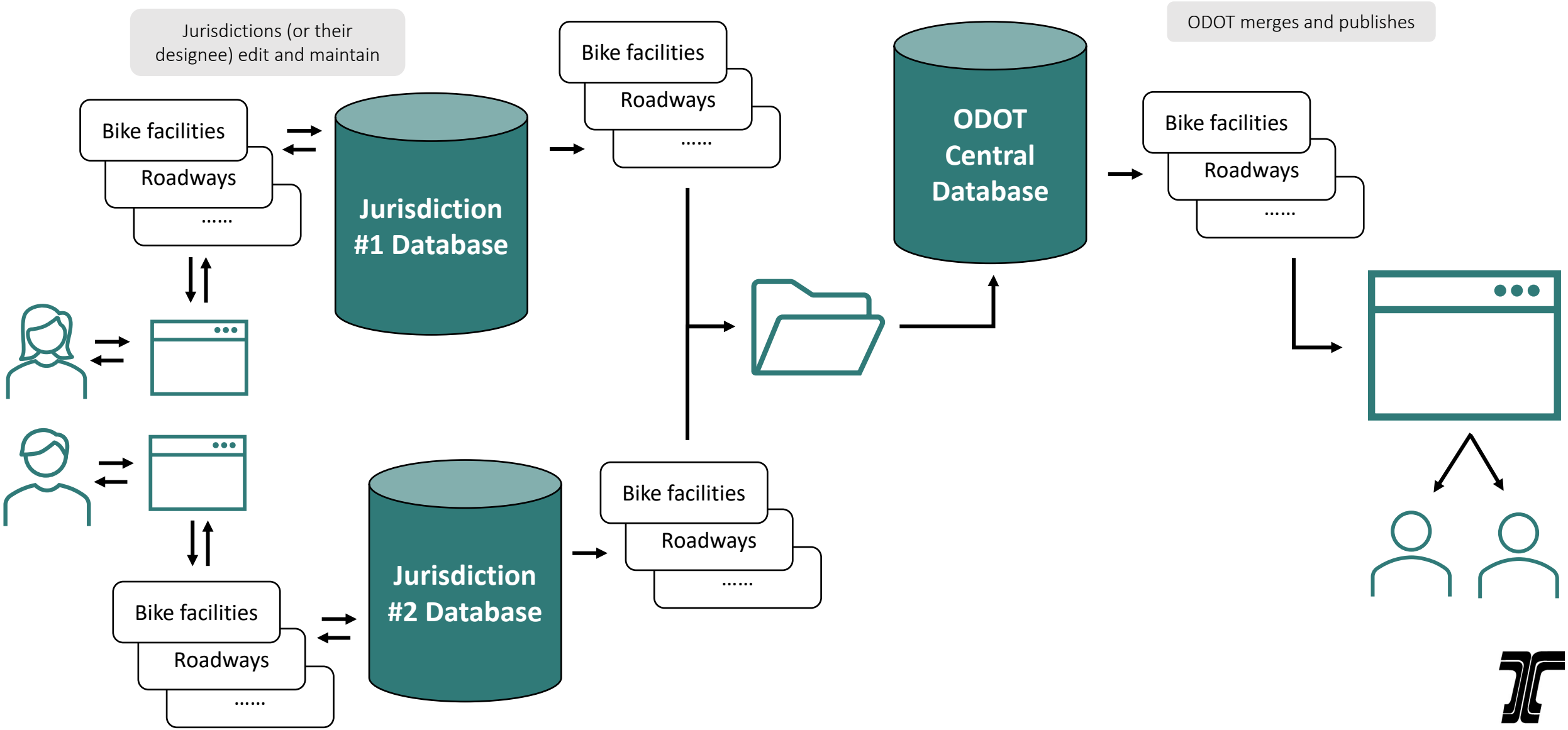


Proposed Data Management Approach

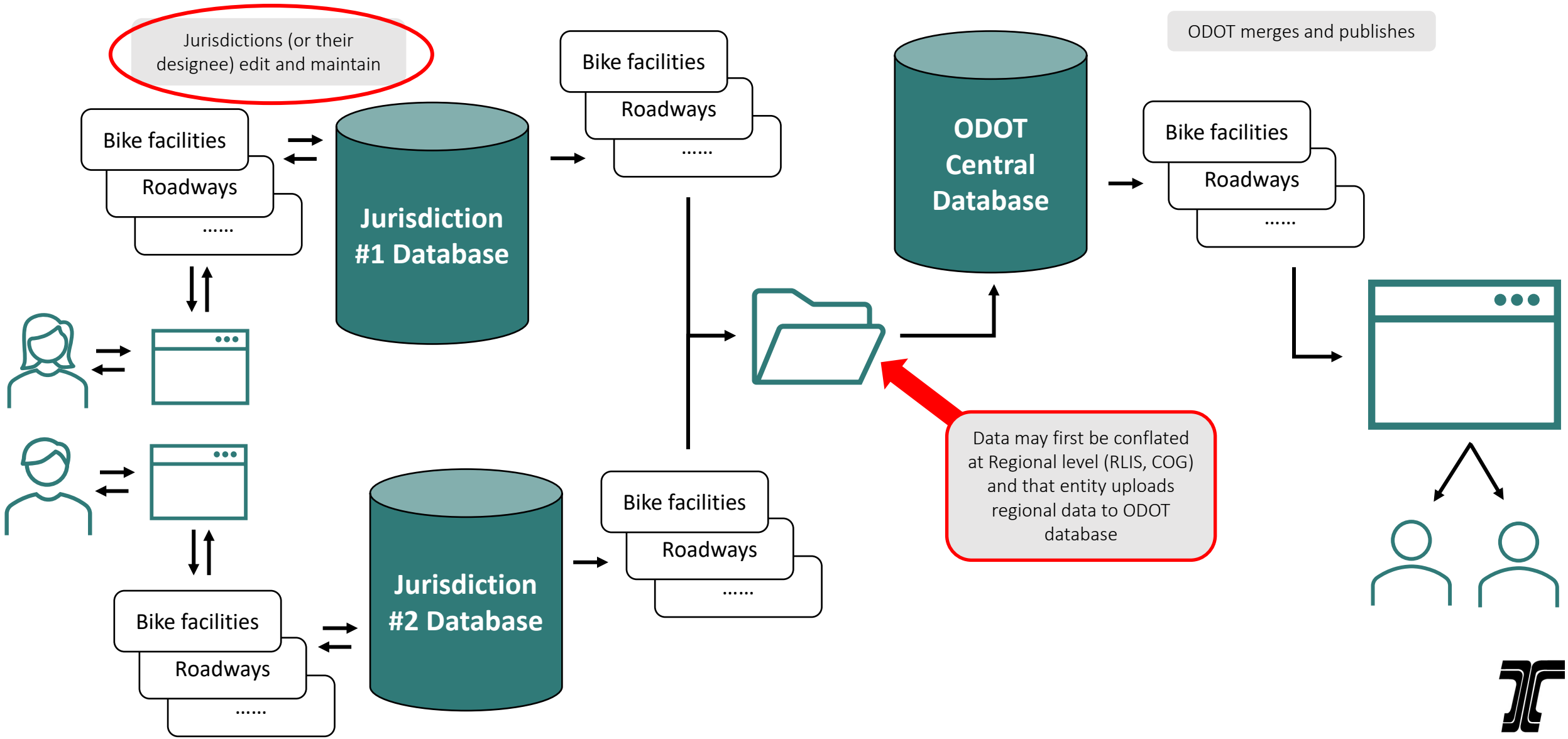
Hybrid approach

- Builds on feedback that state / regional roles are valuable
- Local agencies maintain autonomy & authoritative local data
- Local agencies will perform QA/QC and data upkeep
- ODOT will conflate and store data on enterprise GIS
- ODOT will continue to manage and contribute statewide layers

Collaborative Data Management



Collaborative Data Management



Roles

Local Jurisdictions/ Regional Agencies	ODOT
Local jurisdictions edit & maintain data for local system. May be in partnership with COG/Metro.	**ODOT maintains its existing statewide data layers and is the data administrator – responsible for collating & publishing statewide dataset**
Roadways	Freight routes
Pedestrian facilities	Freight terminals
Bike facilities	Transit lines
Pedestrian and bike crossings	Transit stops
Key destinations	Crashes
Intersection points	Conflated statewide layer
Transit priority infrastructure*	

*transit provider provided

Are these the right ownership roles?

Your thoughts today informs next steps.

Versioning / Release Ideas

- Statewide data releases once or twice a year
- No interim updates, but data collated from locals up to release time
- Older versions available
- All features for all data sets uploaded with each release
- Statewide dataset published as a webmap
- Project partners have full data download access via prior IGA. New data users complete a request form to access the data via download
- Same data will also be available from local/ regional data owner

Longer term collaboration

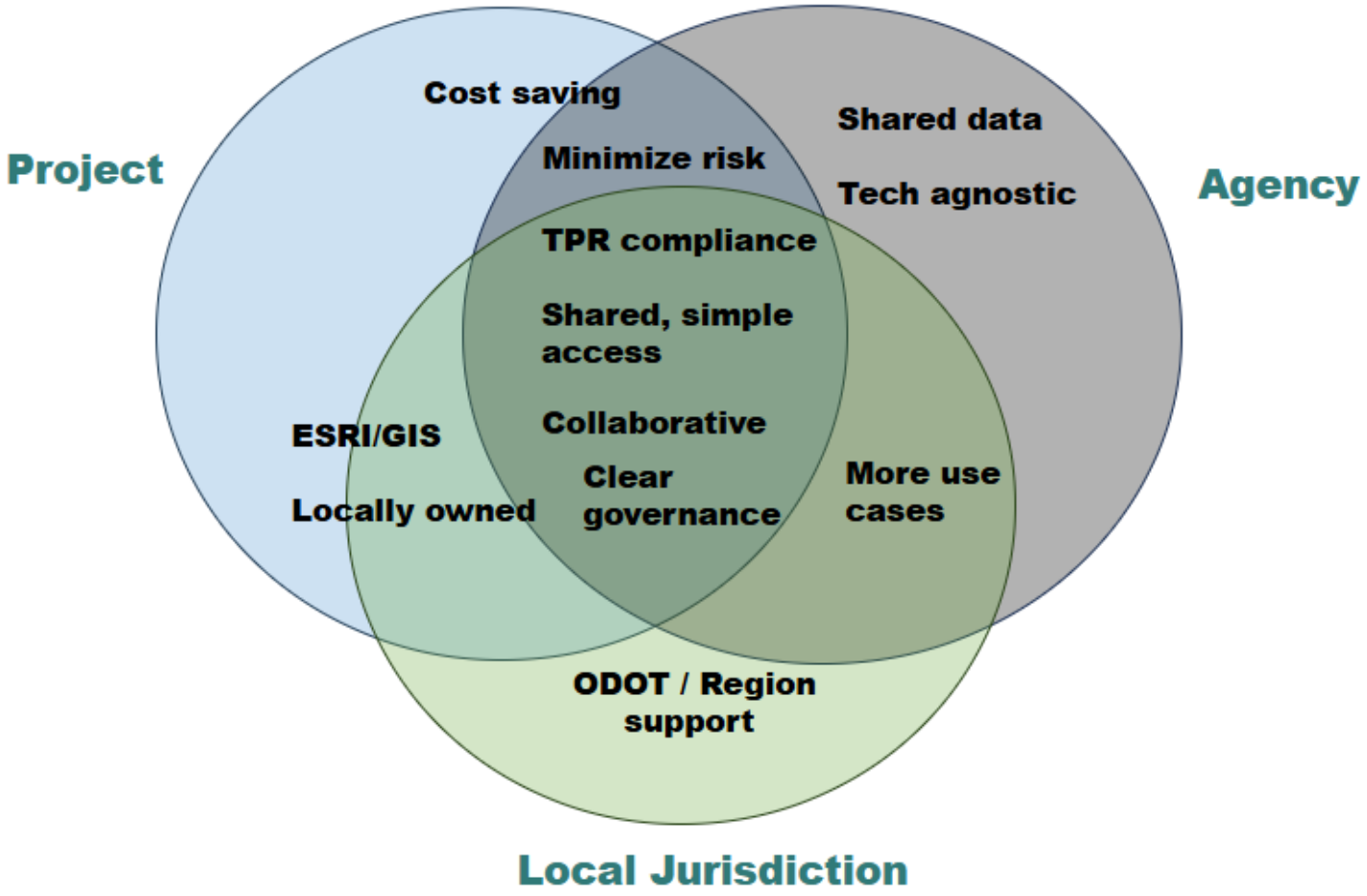
ODOT team is exploring IGA / MOU options to document agreements on:

- Coordination protocols, roles, governance structure, etc
- Data classification, standards and definitions
- Policies on access, usage and security
- Data storage and technologies (how and where)
- Data processes, lineage, quality assurance

Is an oversight body valuable to help define and facilitate future data upkeep?

- Data schema revisions and schedule for rollout
- Improvements to data or workflows
- Outreach, training, documentation, funding opportunities
- Licensing and use agreements

Proposed Data Management Approach



- ✓ Locally owned
- ✓ ESRI/GIS
- ✓ ODOT / Region support
- ✓ Cost savings
- ✓ Min risk
- ✓ TPR compliance
- ✓ Shared, simple access
- ✓ Collaborative
- ✓ Governance *(in progress)*
- ✓ Shared data
- ✓ More use cases

✓ = partial fulfillment

Discussion

Local Jurisdictions
Local jurisdictions edit & maintain data for local system. May be in partnership with COG/Metro.
Roadways
Pedestrian facilities
Bike facilities
Pedestrian and bike crossings
Key destinations
Intersection points
Transit priority infrastructure*

*transit provider provided

We understand how important COG/ Metro's role will play in this process and may be unique.

How can we better support COGs/ Metro with this process?

Discussion

Is an oversight body valuable to help define and facilitate future data upkeep?

They could...

- Data schema revisions and schedule for rollout
- Improvements to data or workflows
- Outreach, training, documentation, funding opportunities
- Licensing and use agreements

Discussion

How likely are you (personally) to participate in this long-term data management process?

Discussion

How likely is your agency to participate in this long-term data management process?

What's your jurisdiction's primary reason to participating?

Discussion

What barriers may keep you from participating?

Next Steps

Project Briefing: December 8, 2025 (1 – 2 pm)

STAC Next Meeting: Early 2026 - Review a Draft Data Management Plan