Metro

September 15, 2025

Oregon Metro's Traffic Count Program: Changes and Adaptations

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Oregon Metro

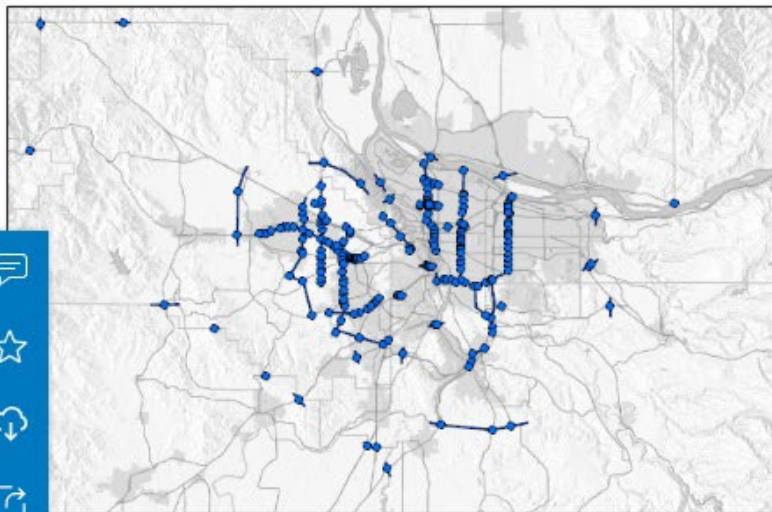Modeling Mobility Conference

Overview of presentation

- **Uses for Metro's counts**

- **Changes over time to Metro's count program**

- **Validation of AI counts**

- **Lessons learned**

Uses for Metro's counts

- **Validation of base year transportation models**
    - Cutlines
    - External stations
- **Published on Metro's Regional Land Information System (RLIS)**

Traffic Counts and Classifications

Oregon Metro RLIS
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Summary

Traffic count and classification data collected by Metro in the years 2015, 2017, 2019, 2022, and 2024 and aggregated into a geodatabase. The collection is comprised of a point feature class representing the station location of the counts, a line feature class representing cutlines (either artificial or physical barrier lines that represent major traffic flows along a selected axis), and 2 tables representing traffic counts and vehicle classifications at each station location. Counts are captured in 15 minute increments for a period of 24 hours.

Date of last data update: 2025-04-24

This is official RLIS data.

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Details

Data File
File Geodatabase

May 1, 2025 at 10:43:07 AM PDT
Info Updated

Annually
Data Updated: May 1, 2025 at 10:43:07 AM PDT

August 1, 2024 at 12:00:00 AM PDT
Published Date

Public
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Relevant Area

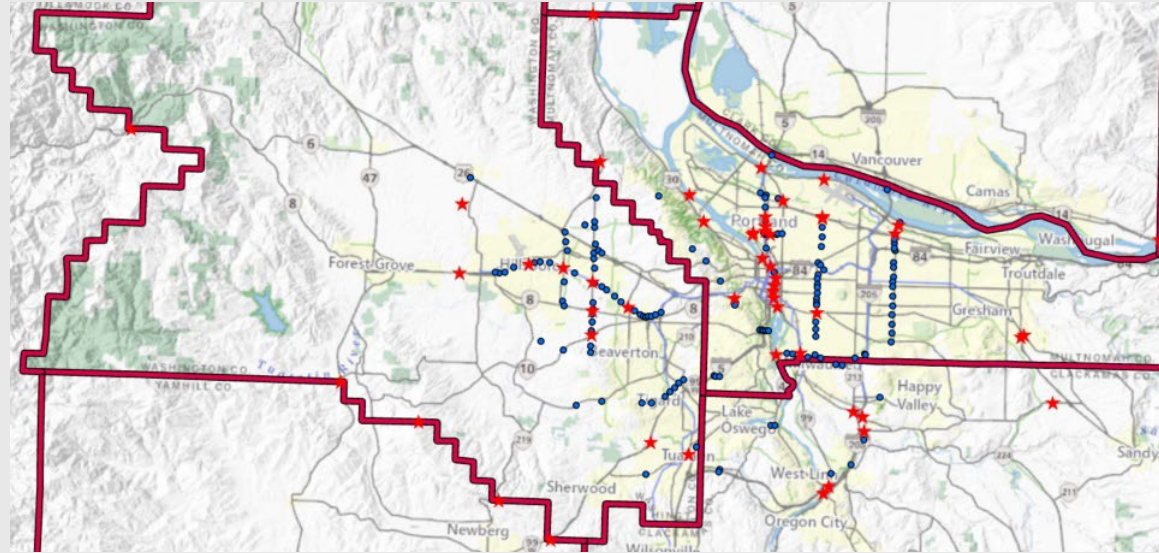# History of Metro's count program

- **Started in 2015**
  - Odd numbered years last decade
  - Skipped 2021
  - Even numbered years this decade
- **In previous count contracts:**
  - Tube counts on arterials
  - Video counts on freeways and bridges (hand-counted)
  - Class counts on freight facilities

What changed in 2024

- AI processing of video for all counts
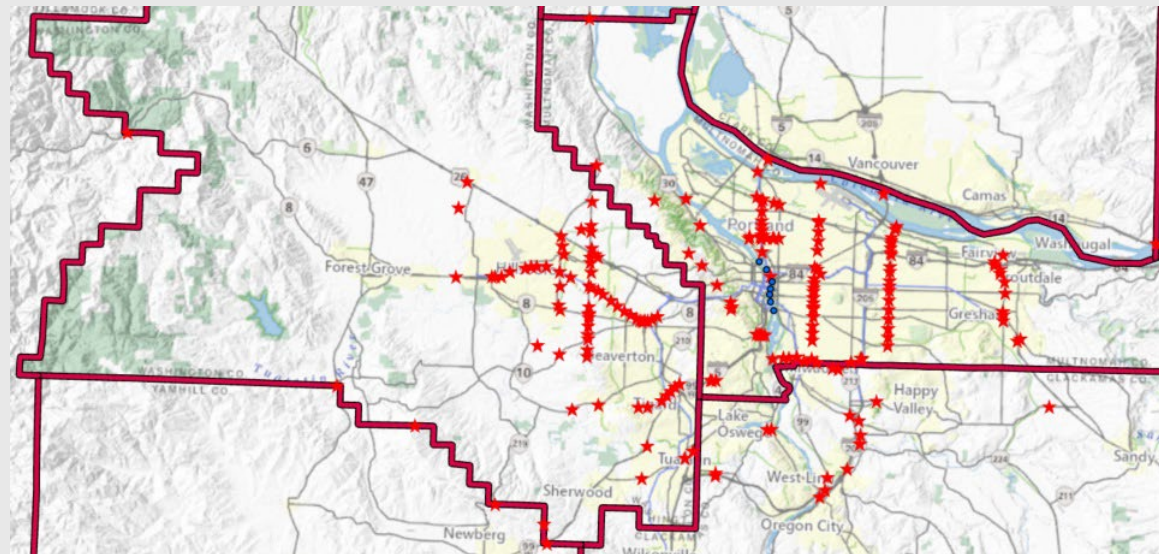- 8 vehicle classes rather than the FHWA 13
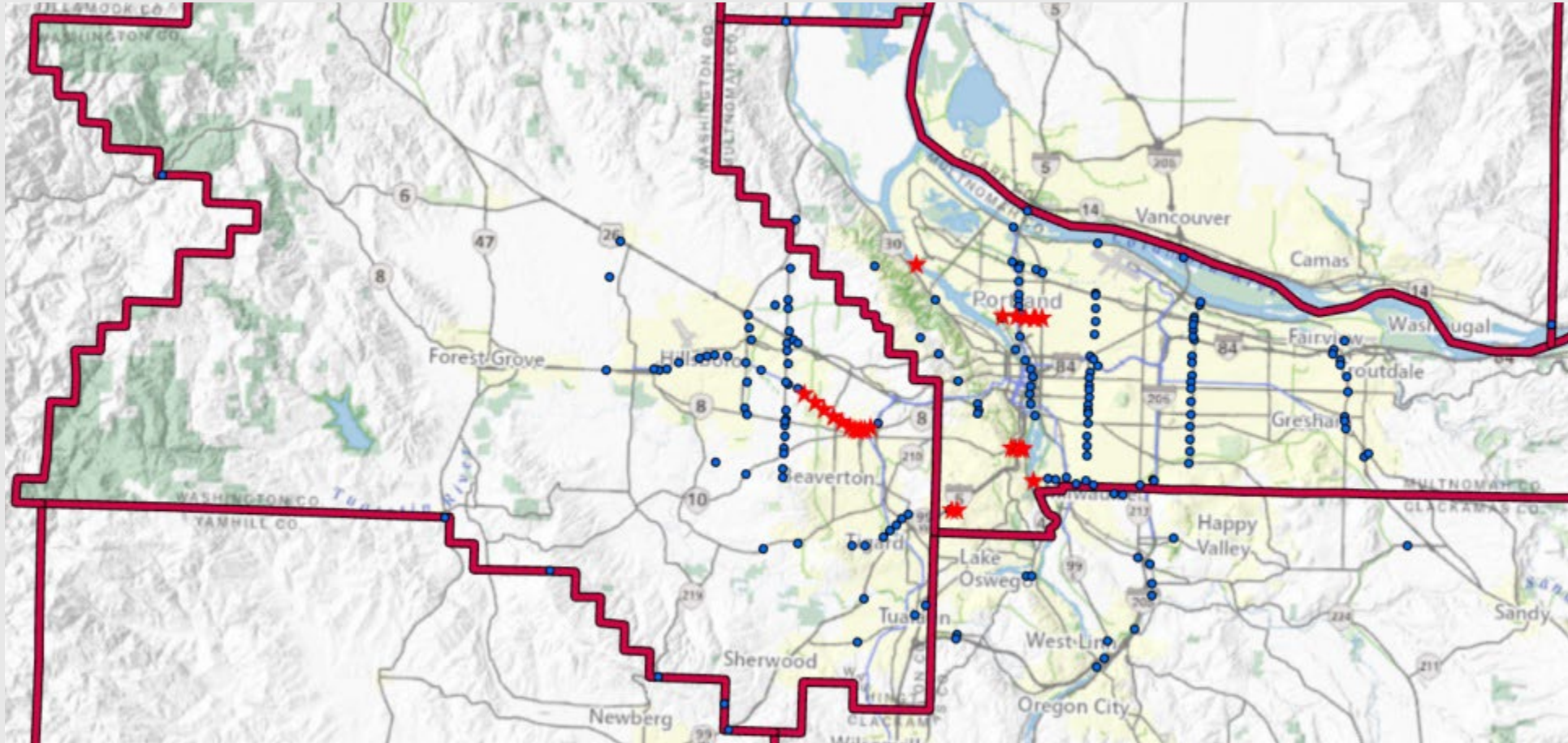- Bike counts

Class count order before/after price change

2022

2024

In both plots,
RED star = Class Count,
BLUE dot = Volume Count

Bike counts complemented previously collected bike counts

RED Star = Bike Counts, BLUE dot = Other Count Locations

Validation of AI counts

- **We found these oddities in the 2024 counts:**
  - 3 locations at which counts didn't match ATRs
  - 2 locations at which counts didn't match previous counts
  - 2 locations at which counts didn't match data collected by Portal
- **We sought clarity before accepting the 2024 counts**

How we conducted the review

- **Specific time periods we had questions about**
  - Vendor provided all 24 hours at those locations
- **We compared autos, medium trucks, and heavy trucks**

Clackamas County storm on 10/30/2024

Vendor reported that drops on lenses confused the AI

Location	Direction	Time Window	AI Count	Re-Count
I-205 W of Stafford Rd	WB	06:45-06:59	467	831
S Kamrath Rd S of Swansea Ln	NB	08:00-08:59	621	557

Other counts under review

- At half of the requested locations, differences +/- 1% or even 0%
- For the other half, differences ranged from 1.1% to 7.3%
- We accepted all the recounts as our 2024 counts

Permit considerations

- **Multnomah County fee for bridges (2024 and beyond)**
- **ODOT no-fee but 48-hour notice required (2026 and beyond)**
  - Google Street View images of ODOT posts
  - ODOT milepoint numbers of ODOT posts

Lessons learned

- AI allows for more counts, more class counts, more types of counts
- "Trust but verify": have multiple data sources to check AI counts
  - ATRs, previous counts, local data
- Ask strategically for hand recounts of video for specific locations

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Questions?

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https://tinyurl.com/MetroRlisTrafficCounts

oregonmetro.gov