

# *TransPort / Minutes*

Meeting: TransPort, Subcommittee of TPAC  
Date/Time: Wednesday, October 11, 2017, 1:00 p.m. to 2:30 p.m.  
Place: ODOT Region 1, 123 NW Flanders St, Portland, Rooms A/B

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## **1:00 p.m. Introductions and Announcements**

Ted Leybold (Metro)/All

*See List of Attendees below.*

## **1:05 p.m. 'Round the Table Updates**

Ted Leybold (Metro)/All

*Please provide your updates from your work and discuss any issues. We'll start with:*

*[PORTAL](#) TAC Updates (Stacy Shetler/Kristin Tufte)  
ITS Architecture Representative Updates (Willie Rotich)  
Central Signal System Users Group Updates (Willie Rotich)  
ITS Network and CTIC Updates (Mike Burkart, Caleb Winter)  
TIM Coalition Updates (Caleb Winter)*

- Kristen (PORTAL TAC) – Scope is finished; travel time reliability tool on demo website, coordinating feedback; held Portal Power User meeting; next TAC meeting will be held early November.*
- Willie – No update on ITS Architecture.*
- Willie – Central Signal System update project is stuck at the Procurement step.*
- Caleb – ITS Network and CTIC Update – TriMet is continuing to support both with staff transitioning into the role. TriMet has created online spaces for CTIC members. Future CTIC and ITS Network Management Team meetings will be held back-to-back since many people overlap.*
- Caleb – No update on TIM Coalition*
- Galen – Call for abstracts for the Northwest Transportation Conference <http://nwtc-conference.org/> . Due 10/31/17.*
- Shaun – presenting at TREC Friday Seminar Nov. 3 on bluetooth deployment and use cases in Washington County. <http://trec.pdx.edu/events/professional-development/Seminar-11032017>*
- Shaun - Washington County updates include a TVFR study that showed poor traffic signal preemption for emergency vehicles using infrared technology; working on GPS-based technology. Also, working to improve safety in the event of red-light runners with radar as a stop gap before the roll out of connected vehicles.*

- *Bikram – Freight ITS planning will be done early March, then an RFP for full service design. Deploying 12 BlueMAC readers.*
- *Kate – Discussed ODOT Eagle Creek Fire response with the caveat that there is not a full review yet. Preferred routes for trucks (over Mt. Hood on U.S. 26) when I-84 was closed and SR 14 was closed to trucks resulted in truck traffic issues on U.S. 26. Lessons learned from partners include: staged tows, pre-identified sites for helicopters (identified during eclipse planning) were useful, as well as staged ATVs. ODOT modified signal timing on U.S. 26. A large tree fell on one U.S. 26 signalized intersection the first day of the detour prompting an emergency repair. Biggest issues come down to messaging to public and freight about preferred routes vs. alternative routes. Historic Columbia River highway is closed indefinitely. Best estimates say 6 months minimum. Need to take down thousands of trees that endanger the highway.*
- *Alison – Nov. 2 in Portland, Kittelson's Abby Morgan and Justin Neill of Traffic Technology will present on what is next in Connected and Automated Vehicle policy and practice. <http://events.kittelson.com/events/3231-connected-autonomous-vehicles-new-policy-what-s-ahead>*

**1:20 p.m.**

### **Bike-Ped Count Data**

*Portland State University is hosting the [national archive](#) for bicycle and pedestrian count data. As more 24/7 counters are installed, what are the possibilities for informing multimodal planning, travel and safety? What considerations need to be made to make the most use of current technologies and investments going into bike-ped counting?*

Hau Hagedorn (PSU TREC)  
/All

- **Phase I: Bike-Ped Portal**
  - Concept was to allow users to upload bike-ped counts, for data storage and downloads
    - Data types: continuous data, short duration counts, manual counts.
- **Phase II: Explore Data**
  - Create a simple interface that will allow users to view data and compare bike-ped counts.
  - Basic goals
    - See data on a map
    - View data at more than one location
    - Aggregate data
  - About 20 potential uses; focused on five to design a more optimal system.
- Data is presented visually on an interactive map.
  - View hourly, daily, weekly, monthly aggregate

counts; view all count data collected in one location; dashboard shows everything collected in database.

- There is a demo site for practitioners to use and provide feedback. Three questions for TransPort to consider:
  - Are these visualizations useful?
  - Are there other types of uses for these data?
  - What other visualizations or analysis would be useful?
- Next steps:
  - Funded
    - QA/QC and data clean up
    - Basic manual data performance measures
  - Unfunded:
    - Dashboard by organization
    - Data download
    - Script development for data upload
    - Parallel Annual Average Daily Bicycle traffic (AADB) tool
- Questions:
  - What about intersection counts? Hau – we’re working to figure out the best schema to deploy that.
  - Is the data uploaded manually? Hau – some can upload data automatically where they have a data plan; others are manual.
  - Is there any info on the tech being used and quality control? Hau – The database identifies the type of counter, and Kristen is working to address QA/QC.
  - Comment: good idea to co-locate car and bike/ped counters to get a better sense of VMT. Transit lines are multimodal (vehicles and passengers walk to board) Kristin – potential to do multimodal counts along Streetcar.

**1:50 p.m.**

### **TSMO Strategy**

*We are months from officially beginning work on an update to the 2010-2020 [TSMO Plan](#). That said, let’s have a conversation to consider key topics we will undertake. What do you see as important to this update? What are big elements we need to consider in depth? What parts of our current plan endures?*

Caleb Winter (Metro) /All

- Purpose of today’s conversation:
  - What are the big TSMO elements that will need planning resources?
  - What changes our perspective and strategy?
  - How will partner agencies play a role?

- At the end of the day: let's communicate strategy update needs.
- Recap from April 2017 discussion – talked about:
  - Operations, signals, incident management, data and apps, CVs, shared infrastructure and “automate it all”, and communicate results
- Assessment – updating the Capability Maturity Framework and evaluate progress and effectiveness
  - Reliability: CMP system monitoring
  - Safety
  - Quality of Life
  - Traveler Information
- Policy goals are supportive of TSMO strategies including the 2014 Regional Transportation Plan (RTP); development for 2018 RTP; Oregon Transportation Plan.
- Current planning efforts include technology (Regional Transportation X), resilience, social equity, climate, safety, modal strategies, freight, economy, value pricing and more.
- How do we respond to the changes in technology and be innovative?
  - Broken down into process steps, partnerships, and the technology itself
- “2028 TSMO Strategy” is a working title for the update of the TSMO Plan; TransPort was asked to write down areas of interest and emphasis for the update across policy areas (equity, safety, economy, demand, etc.) and developing technical pieces (TSMO toolbox, project list, ITS Architecture updates, data communications updates, lane management, curb management, modeling operational alternatives, implementation support or others).
- Comments included: Bundling corridor projects together makes it easier to justify the overhead spending. Guidance in the TSMO plans to engage in PPPs and stay nimble considering how technology changes rapidly

**2:10 p.m.**

### **Communicating Resource Needs**

*The Oregon Transportation Commission is discussing transportation funding buckets in broad categories. Where in the budget will operations be considered? What pieces support the business case? What regional and state needs align to demonstrate an innovative approach?*

Galen McGill (ODOT) /Scott Cramer (ODOT) / All

- None of the HB 2017 money goes to ODOT Operations. Operations funding won't shrink, but the share will, since other areas got more funding.
- Finished a TSMO program performance management plan

in February 2011

- Tables of current ITS assets and assumed asset life
  - Most assets will run beyond their expected service life in the next STIP cycle.
- Most assets are owned by ODOT, while a minority are handled by cities and counties
- There are 12 metrics collected for traffic signals.
  - Condition rating is a new metric, taken using basic tools
  - Public map application displaying this data
  - Bulk of 'poor' quality signals are ones that ODOT owns, but are maintained by cities/counties/other agencies, creating opportunity to discuss
- Question: Are there other databases tracking additional information? Galen: yes, some of the bigger items, but more detailed stuff, no.
- Comments:
  - Getting an absolute value of addressing the problem signals would be good for OTC.
  - Cost increases where ADA is needed
  - Discussion on the technical aspects of signal and ITS assessment and creating GIS layers.
  - The asset management approach is great. Next step is to instill the value of consistent working assets (like traffic signals) to the public. Also, it is important to share what more can be accomplished with investments in more areas of the region and state and with new TSMO strategies.

**2:30 p.m.      Adjourn**

Meeting adjourned 2:40 – thanks for staying a little late!

Ted Leybold (Metro)/All

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Special thanks:

- Interim Co-Chair Ted Leybold and presenters Hau Hagedorn, Galen McGill and Scott Cramer. Thanks Kate Freitag for preparing the early debrief on Eagle Creek Fire management.
- Web and materials prep from Pamela Blackhorse.
- Room and A/V logistics from Mike Burkart and minutes taken by Ben Kahn.

## Attendees

Name	Agency or Company
Jabra Khasho	City of Beaverton
Tina Nguyen	City of Beaverton
Amanda Owings	City of Lake Oswego
Peter Koonce	City of Portland
Willie Rotich	City of Portland
Bikram Raghubansh	Clackamas County
Jean Senechal	DKS
Pamela O'Brien	DKS
Alison Tanaka	Kittelson
Ben Kahn	Metro
Caleb Winter	Metro
Ted Leybold	Metro
Kate Freitag	ODOT
Mike Burkart	ODOT
Mike Mason	ODOT
Shyam "Sam" Sharma	ODOT
Scott Cramer	ODOT
Kristin Tufte	PSU
Vincent Vu	TriMet
Shaun Quayle	Washington County
Ryan Williams	WSP