TransPort / Meeting Summary DRAFT

Thursday, December 12, 2018, 1:00 to 3:00 p.m.
ODOT Region 1, Room A/B

Meeting Attendees:

Kate Freitag – Chair	Oregon Department of Transportation
AJ O'Connor	TriMet
Adrian Pearmine	DKS
Alison Tanaka	Kittelson
Ana Roeszler	Global Transportation
Anjum Bawa	Fehr & Peers
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Chris Johnson	Metro
Dennis Mitchell	DKS
Eliot Rose	Metro
Galen McGill	Oregon Department of Transportation
Jabra Kasho	City of Beaverton
Jeff Owen	TriMet
Jim Gelhar	City of Gresham
Julie Kentosh	Oregon Department of Transportation
Justin Bernt	ODOT
Kevin Martin	City of Portland
Kristin Tuft	Portland State University
Lisa Patterson	TREC
Matt Fouts	TriMet
Michael Burkart	Oregon Department of Transportation
Mike Ward	City of Lake Oswego
Pamela O'Brien	DKS
Rick Buen	Multnomah County
Scott Turnoy	Oregon Department of Transportation
Shaun Quayle	Washington County
Stacy Shetler	Washington County
Tammy Lee	Portland State University
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland

Introductions and Announcements

Chair Kate Freitag called the meeting to order at 1 p.m. and asked for introductions and announcements.

'Round the Table Updates

- Kristin Tuft with Portland State University (PSU) gave an update on the PORTAL Transportation Advisory Committee (TAC). She encouraged the TransPort committee to sign up or GitHub to get tracking updates and mentioned that they are waiting to hear back on the status from Oregon Department of Transportation (ODOT) concerning the update of data feeds during the scoping process.
- Willie Rotich with City of Portland gave an update Central Signal System Users Group, stating that they had a kick-off meeting to discuss data set up in January. The meeting focused on signal systems, user needs, Trans feed (??) and test features.
- Matt Fouts from TriMet updated the committee on the Intelligent Transportation Systems (ITS) Network. They are working on a security design for TriMet and should have more information by the next ITS meeting in January or February.
- Caleb Winter with Metro stated that the next CTIC meeting will be January 9, 2019. CTIC's number one priority is the data bottle neck project on SW Barbour. He mentioned that the project was with the Federal Highway Association (FHWA) at this time for approval. They should know if the project is approved within the next four weeks.
- Mike Burkhart with ODOT stated that the Cooperative Telecommunications Infrastructure Consortium (CTIC's) second priority for downtown Portland was looking at allocating more fibers in east Portland, as well as options for the Highway 26 tunnel.
- Caleb Winter discussed the Transportation Incident Management (TIM) Coalition using ____ and incident response. He stated that their next meeting would be February 12, and encouraged TransPort members to reach out to him or Jeff if they would like to attend.
- Matt Fouts with TriMet stated that there is problem with TriMet's existing Transit Signal Priority (TSP) system, which was shut down December 11. They were alerted of broadcast issues by Clackamas County that they were broadcasting outside of TSP boundaries, in violation of state law. They should have a fix in early January, are seeking ways to mitigate the interference for the areas impacted and are looking at the data to determine if other areas have been impacted. TriMet will send out formal notification concerning the issue and when they expect it to be corrected.
- Stacy Shetler with Washington County discussed the Tigard asynchronous transfer mode (ATM) project, stating that most of the network was up and that the controllers were connected and configured and appeared to be working. Further, they have not heard back on the ATC MTD Grant from Kittelson and also discussed the 911 center in Washington County, which will be moving n next year. This will have an effect on C-COM, LO-COM and City of Sherwood. The new Hillsboro location will need new fiber to accommodate the center.
- Eliot Rose with Metro updated the committee on the Pilot Program grant application, which will be open until the end of January.
- Matt Fouts stated that they are waiting to hear is they get the grant. If they do not get the grant they will use their own funding for the next generation Transit Service Providers (TSPs).
- Pamela O'Brien with DKS stated that the SU 26/Mt Hood ITS and ATM system is live and in adaptive mode.
- _____ updated on the Powell Blvd bottleneck project.
- Matt Fouts updated the committee concerning Columbia Blvd, and running fiber to Portland airport. Additionally, he discussed the new position for a manager to manage outside infrastructure.

- Bikram Raghubansh with Clackamas County updated the committee on the Clackamas Regional Freight ITS and the Canby Freight ITS projects. He stated that they had the InteLite central server up and running and that they would be starting the ICM for the I-5 I-205 project.

TriMet Perspective on Mobility

Jeff Owen discussed TriMet strategies that will complement the needs of transit riders and promote greater mobility in the region. TriMet began taking a more progressive stance on the changing role of mobility and how to interact with different modes in the future. They hired Nelson Nygaard and are worked with Metro and City of Portland to do a study on how best to position itself as a regional mobility manager or broker that works with Transit Network Companies (TNC) such as Lyft and Uber, and other modes of transportation such as bikes and scooters. Additionally, Jeff discussed emerging technologies and rethinking TriMet's statement of mission, vision and values, making it more inclusive by rethinking mobility and streamlining mode integration as a service, while working with all partners within the region.

Additionally, Jeff stated that they are working on their next generation trip planner to include a more direct way to book trips on transit, connect to bikeshare, carshare and TNCs. He asked the committee for their suggestions. AJ O'Connor Also added that they are interested in moving TriMet in a new direction to reorganize and work with partners concerning the next generation TSP to provide tools for integration, as well as work with signal priorities.

The committee asked if TriMet's overall mission was to provide ubiquitous service, faster or more frequent service and what the long term vision was, as well as how TriMet's old mobility lent itself to their idea of new mobility. Jeff stated that bus and rail would continue be the primary mode for long distance transit travel and that they are thinking about the pros and cons of changing or removing some of the current stops or locations. As infrastructure improves, they will look at these changes on a case by case basis. However, they do not anticipate a change in policy anytime soon.

The committee also asked if they were considering subway or direct line transit in terms of regional mobility focus. Jeff stated that they were investigation connecting regional mobility with local and point to point transit and referenced projects in the Regional Transportation Plan (RTP) for area Lloyd area and Goose Hollow.

Caleb Winter mentioned operations and the I-84 Multimodal ICM project were looking at parking efficiency and capacity as well as onboard transit capacity. He discussed dynamic routing for transit vehicles, assessment of operational time savings such as snow routes, and what can be done operationally that connects more travelers, signal improvements and performance measures.

Further, Matt Fouts mentioned that the booking app would be out soon and asked about the new centralized booking system. Jeff responded that they had a vision that rolls planning, booking and paying all in one. Matt mentioned that once the booking app was out users would be able to plan trips and include Uber, Lyft and bike share. However users would not be able to pay for each mode using the app. Payment would have to take place at the separate mode platforms.

Jess stated that consultants were also looking in to this in terms of physical infrastructure for TNCs, scooters and bikes, and how it might integrate with existing or new transit infrastructure. Eliot Rose asked how TriMet would evaluate this tool in terms of taking people off or getting them to use transit more often, given the other mobility options available. Jeff stated that was a difficult question and mentioned that they were cautious when involving the public sector in the equation. For the sake of the

trip planner they will include all modes, but will need to evaluate how that partnership might hurt transit ridership going forward. The committee also discussed TNC subsidizing rider costs, as well as advertising views in lieu of paying for a ride (or paying more), which could become an equity issue as TNC's tend to increase pricing with increased demand.

Portland Traffic Safety Sensor Update

Kevin Martin with City of Portland discussed Portland Traffic Safety Updates around transportation operation data gap filled and not filled by "computer vision." Kevin did a brief overview and assessment on CityIQ sensors, what the limitations are and what they plan to do with the data going forward. He questioned how they could use the data they already had and how to become more data driven, integrated, and how to leverage this as a community resource. He also discussed data privacy and asked how they might build public trust.

Currently the City of Portland has 200 CityIQ sensor pilots installed on three of the city's highest crash corridors and had approximately a 15% failure rate. They have had issues with the units going on and offline and the embedded cellular modem which sends data to a third party cloud. Additionally, he asked if they could identify high risk pedestrian areas ahead of time to help with the city's Vision Zero goal.

Kevin stated that cameras were gathering information around vehicle speed and the direction of cars and pedestrians. However, they are currently missing bike data. Further, they are also looking at parking and when cars come and go, and eventually hope to be able to identify the type of vehicle and gather environmental data. He also mentioned that all camera imagery is destroyed afterwards, as they are not meant for surveillance.

Through limited validation, they discovered that units identified daytime traffic accurately by 80%. Nighttime counts were around 50%. Speed was detected accurately at 45 MPH or lower. Pedestrians were identified at 20 to 40% accuracy, which is their primary use case for using CityIQ and thus the reason for the data gap. As such, they are working with developers and consultants to improve these percentages and the vendor is changing the way the analytics work in an effort to get the data needed. The updated system will create four images from the frame of view and use that to better enlarge and detect pedestrians. Additional vendors interested in piloting this technology in the region include Verizon and Numina

The committee asked where they were looking for pedestrian crash data, and if it was not on sidewalks, were the looking at crosswalks. Additionally, they questioned what the model for the sensor set up was. Kevin responded that they were not to that level yet, but that they had specific use cases they can share with the committee. Additionally, he stated that the sensors and data plan for each node is free for the duration of the pilot program. He does not know what the cost will be once the pilot ends, but estimates $100 per month per sensor.

PORTAL 2019 TSMO Work Scope

Stacy Shetler with Washington provided a handout of the draft for PORTAL workplan for 2019. He stated that they are working with consultants to enhance data for PORTAL users, making it easier to access, more intuitive and provide a more consistent way to track issues and feedback. Kristin Tuft with PSU discussed the tasks for the development process, pointing out that there would be improved development and communication progress. Tammy Lee with PSU discussed the process for developing the workplan based on a survey used to collect user and stakeholder feedback over a two-month period.

Kristin covered the five tasks: maintenance, User Engagement Training & Support, enhancement, Results Dissemination and Project Management & Reporting. She stated that they increased data feed maintenance and performed a server upgrade for around $16,000. Engagement includes training and support for communication and updated plans for power user using the GitHub site. Enhancement tasks are drawn from the survey specifically and include travel time connections and enhanced programmatic access to data.

The committee briefly discussed the opportunity for a repository for some of the server data and access to the data for each agency. Stacy stated that this could dovetail into a central signal system and what that would offer, and what PORTAL's role and responsibilities would be as a repository. They suggested a place holder for a planning task and talked about options for storage space.

Building New Tools for Transportation Projects

Chris Johnson and Eliot Rose discussed how Metro and regional partners are exploring the use of Sidewalk Labs Replica data service for the coming year. Eliot pointed out that Metro, in collaboration with City of Portland and TriMet will be entering into an agreement with Sidewalk Labs to get to test Replica. They are asking for a level of census data, transportation modes and basic demographic information. Payment for service is not necessary until they have validation of data that meets stringent criteria. Eliot stated that they needed to draft criteria built around traffic volume and speed. Additionally, they need new model data that would come from Replica each quarter. Replica's data comes from personal phone location data collected from Google and demographic credit bureau data.

The committee discussed using third party data as a source of validation for arterial networks as it tends to be more reliable, and suggested using PORTAL data to run random spot checks. Further, they suggested city traffic and speed data and bus ridership numbers from TriMet. Eliot also mentioned that they could potentially use Replica for project evaluation on a quarterly basis.

Finally, Eliot discussed data around freight and visitors and asked if there were any resources available for specifically for freight. The committee suggested that they could get a percentage of travel data for truck based on vehicle size and length. Additionally, Eliot pointed out that the Replica data would also cover Clark County in Washington State.

Adjourn

There being no further discussion, Chair Freitag adjourned the meeting at 3:00 p.m.