

TransPort / Meeting Summary

Wednesday, May 13, 2020

Online, 1:30 - 3 p.m.

Attendees:

A.J. O'Connor	TriMet
Alison Tanaka	City of Portland
Bauto Ho	
Bikram Raghubansh	Clackamas County
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Dominique Huffman	City of Wilsonville
Galen McGill	ODOT
Jabra Kasho	City of Beaverton
Jacob Sherman	Portland Bureau of Transportation
Jason Spencer	BlueMAC Analytics
Jim Gelhar	City of Gresham
John Fasana	Washington County
Justin Bernt	ODOT
Kate Freitag, Chair	ODOT
Ken Lobeck	Metro
Kerrie Franey	ODOT
Kristin Tufte	PSU
Mark Haines	City of Portland
Mat Dolada	DKS Associates
Matt Dorado	Washington County
Michael Burkhart	ODOT
Pamela Blackhorse	Metro
Pamela O'Brien	DKS
Pat Marnell	Kittelson
Peter Koonce	City of Portland
Rick Buen	Multnomah County
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Tammy Lee	PORTAL
Ted Leybold	Metro
Tim Janes	Advanced Traffic
Tina Nguyen	City of Beaverton
Willie Rotich	City of Portland
Walle Brown	Metro
Will Farley	City of Lake Oswego

Introductions and announcements

Called meeting to order at 1:02 p.m. and asked for updates and announcements.

'Round the Table Updates

- Bikram with Clackamas County stated that the Canby Ferry project was 60% complete in terms of project review. The Freight Intelligent Transportation System (ITS) project is still in negotiations with DKS. Additionally, he stated that they will have ten automatic transfer controllers (ATC) upgrades before July. Fiber expansion and connectivity was at 80%.
- Shaun with Washington County announced that they had their first flashing yellow light installed and running, and that their ITS plan was moving forward with local counties. He stated that they should have a discussion on how that will springboard into the TSMO plan.
- Pete with City of Portland mentioned that their Build grant had a deadline of May 18. They added bus shelters and leveraged street lighting efforts with the grant. The City has \$18 million invested and is collaborating across agencies. Controller upgrades are at 65% for connected signals. Willie, mentioned that they have about 200 and need 11 more. Additionally, he mentioned that the Columbia project was delivered two weeks ago, and that the Automatic Transfer Controller Transportation Demand Management (ATC TDM) airport and Barbour Blvd projects were ongoing. Finally, he said that the Central Systems was working out next steps for upgrades and that their request for information (RFI) would need assistance from procurement. Pete also stated that their signal upgrade project with ODOT was on hold until they have future notice to proceed, and that although they have the controllers from ODOT, they only had 80 hours dedicated for this work.
- A.J. with TriMet stated that they are working on a Request for Proposal (RFP) with DKS, and were making progress with workshops. Additionally, they are working on advancing testing projects and are accelerating them at this time.
- Kristin with PORTAL is still working on updating the ATI data host and meta-data upgrades so they line up with the ODOT database.
- Caleb with Metro mentioned that the Traffic Incident Management meeting had been postponed.

RITIS Probe Data Analytics

Galen McGill with ODOT announced that they signed a contract with University of Maryland for the Regional Integrated Transportation Information System (RITIS) and Probe Data Analytics tool. This new system is available to partners and utilizes INRIX vehicle data. This system will replace iPEMS which will be phased out by May 18. RITIS data spans TSMO areas related to operations and traveler information.

Further, Galen stated that they will accumulate data going forward and make it available on the platform. However, data integration may take until August. Additionally, he stated that they would include local agency construction events and Tutorials available for arterial metrics, including congestion and liability in real time. Training resources will be posted to web. Agencies wanting to use RIDIS will have to demonstrate a need for account access.

E-Scooter Operations

Jacob Sherman, the E-Scooter Program Manager with the Portland Bureau of Transportation (PBOT) provided a presentation on two e-scooter pilot programs. He has managed both programs for the last 8 months and works with companies like Lime and Spin. As a new mobility service, the program could help the City deliver on mobility and equity goals. Both programs had challenges and opportunities around mode shift and climate mitigation, safety and equitability, market volatility, and managed services for

policies and goals. Combined, both pilot programs covered April, 2019 to November, 2020, with a combined total of 1,707,609 trips, fleet sizes between 1970 and 2800, and increased deployment to East Portland from 9.8 % to 13.47.

Jacob stated that when the program started there were six companies operating initially. Due to constraints brought on by COVID-19, there are four companies remaining with one running a reduced fleet. There has been a 70% decline in e-scooter use since March. Current programmatic content consists of data, service regulation and company info for planning and policy.

Jacob noted that cities and agencies needed information to fulfil obligations for right of way (ROW) for regulatory and planning purposes. PBOT has provided user surveys and gathered mobility data specifications (MDS) and data sharing for global application programming interface (API) to describe what and how data is shared digitally between providers and agencies. The challenges in doing this include balancing Privacy protections with regulatory needs and limits to data accuracy through Global Positioning Systems (GPS). As such, the data is used to manage fleet size, ensure equitable access and incentivize behavior, as well as information travel behavior, policy, planning, and help evaluate program and project delivery and impacts.

Jacob discussed the Tableau tool, which uses data taken from a regulatory perspective for ridership and applies it to planning perspective for route and scooter usage. Currently, the City of Portland has digital tube counters that show usage patterns, with Tillicum crossing and the Hawthorne Bridge being most frequently used. Scooters trips occur and are deployed primarily in the downtown and east Portland areas. However, there is demand city-wide. Scooter education and viable route maps is still needed.

Next steps the program include addressing after-COVID recovery and what that means going forward for shared services, how the Slow Streets, Safe Streets program might be supported, and other significant behavior changes for the future. Jacob plans to develop recommendations for permanent programs for Portland and will target public engagement to develop attractive options for people to get around.

The committee briefly discussed safety data for anyone new to scooter and a need for a new medical code be created for tracking injury. Jason responded that ESCOOTERPDX.com had that information through Multnomah County and that they will also publish information on injury rates around new scooter users. Additionally, they have all trip data for where trips are occurring.

Further, the committee asked if scooter trips were considered new or shifted trips. If shifted, what modes would they shift from - walk, bike, transit, or vehicle. Shaun, stated that they could find this information in Portland's evaluation report for the first pilot program. Eliot noted that ~34% of trips were shifted from driving, <https://www.portlandoregon.gov/transportation/article/709719>

They also asked e-scooter operators made any public health-oriented adjustments to their management of the equipment given the pandemic, or if it was up to the user to be prepared. Jason noted that it was both and suggested that riders practice taking good care of themselves as they would riding public transportation and follow the Center for Disease Control (CDC) guidelines.

Finally, the committee discussed scooter crashes tied to wheel size. Pete noted that bigger wheels help reduce crashes. However, Jacob stated that they did not have data on that yet. He suggested that riders use a seated scooter instead, but felt that bigger wheels might also help. He asked them to please email him with additional questions, www.escooterpdx.com

Multimodal Transportation Data Archive

Caleb provided the draft 2020-2023 PORTAL Work Plan for TransPort and introduced Tammy Lee from PORTAL. He noted that PORTAL was one of the recommended TSMO programs from December 2019. As such, the next three years of work by PSU and Transportation Research and Education Center (TREC) will integrate the region's expanding system of data collection and further implementation of the TSMO [arterial performance guidance](#).

Tammy discussed the draft 2020-2023 PORTAL Work Plan. Key objectives are maintaining the functionality and quality of PORTAL data, Identifying and implementing targeted enhancements, an increase in user engagement an outreach through improved accessibility, and increased training opportunities and support. Tammy noted increased interest in arterials and Automated Traffic Signal Performance Measures (ATSPM) data. She noted that it will be hard to project the next three years due to COVID-19. She drew attention to the enhancement section, which has left open and flexible due to virus impacts. Tammy is requesting feedback for language and additional information for this section.

Kerrie Franey with ODOT, stated that she is using PORTAL data to track virus impacts on congestion. She is interested to see enhancements, find locations and suspicious data, and data that lines up with ODOT's data.

The committee discussed the five tasks for the scope of work for the Work Plan: Maintenance, User Engagement and Training and Support, Enhancements, Results Dissemination and Project management, and Reporting. It was also noted that the current storage option for PORTAL had reached capacity and that they would need to continue discussion around using cloud-based storage, or have PSU purchase a hardware subscription. ODOT cannot purchase additional storage, and grant funds cannot be used for this purpose.

Tammy covered the Scope of Work sub-tasks. She stated that the Enhancements section would include Annual Traffic Report (ATR), National Performance Management Research Data Set (NPMRDS) and RIDIS data, and would include options to compare and identify suspicious data. Additionally, she stated that they had received one-off requests to do quick analysis and visualizations. She noted that they would like to provide these options as additional resources to other agencies going forward. Further, she discussed a multimodal data archive that would incorporate ATR data

Bikram asked how the cost for each task was developed and of there was a cost breakdown for each task and subtask that called out labor hours, rates and overhead. Kristin stated that information was not included in the scope, but will take the budget and break it down to include this information. Jabra also asked them to include costs for training and consultants, and provide how those costs were determined.

Caleb will give the committee a week to finalize the draft and then they will work Metro and ODOT on funding for next steps in finalizing the work order contract.

What is the status of your TSMO Project?

Caleb noted that they were in a critical month for ongoing projects and that the committee would need to address where projects are currently before end of the fiscal year (FY). May is the last month in which Metro, ODOT and agency project leads can begin coordination in order to ready project funds to start October 2020. He asked the committee to update the posted TSMO project spreadsheet as soon as possible.

Existing projects discussed were:

- TriMet - Transit signal priority. It was noted that there are various fiber projects still in the works, but that Mat Fouts would have that information
- Clackamas County's current project is Freight ITS. They have updated their website and submitted a PCR to Mahasti Hastings. They are also working on budget adjustments and waiting for TSMO project funding and will get an inter-governmental agreement (IGA) going with ODOT.

Caleb discussed next steps, which include scheduling Regional Flex Fund Allocation (RFFA) meetings, prepping for Metropolitan Transportation Improvement Program (MTIP), and working on requests for state funded local projects. The committee asked if they needed to send a request letter. Caleb stated that a local agency tech sheet would need to be filled out to process the request. Justin Bernt with ODOT stated that they would need to get everything into the draft State Transportation Improvement Program (STIP) for the current STIP cycle so that ODOT can get that completed by late June. They would then assess what is being proposed for the State Funded Local Projects program (SFLP).

Ken Lobeck with Metro asked Justin about SFLP obligation in FY 2021 and later. Justin stated that nothing will be considered until next STIP cycle. However, if something needs to be addressed soon, project managers need to contact their Local area liaison (LAL). Ken stated that this would change the timing for Metro and pointed out that if they were following the normal development process they should be able to start late October, 2020. Justin also mentioned that project managers would need to know the scope and reasons why it should be considered for SFLP. Additionally, he mentioned that they would include certified and non-certified agencies, and reminded the committee that projects must be fully funded to in order to being. Caleb reminded them that the funding cap was at a \$1 million.

Bikram asked who should make the request – the project manager or local agency. Justin encouraged him to talk to Mahasti and also work with Metro and LAL to go over what they are considering, prior to June. Ken also mentioned that projects would be scheduled by June and that if they were not considered SFLP, they should work on their prospectus and start that moving forward.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 3 p.m. the next TransPort meeting will be held online, June 10, 2020, 1:00 p.m. – 2:30 p.m.