

TransPort / meeting summary draft

Wednesday, October 14, 2020,
1:00 p.m. to 2:30 p.m.

Attendees:

AJ O'Connor	TriMet
Ali Razmpa	Kittelson
Alison Root	Kittelson
Alison Tanaka	City of Portland
Bauto Ho	DKS
Bikram Raghubansh	Clackamas County
Bob Hart	RTC
Caleb Winter	Metro
Carl Olson	Clackamas County
Chris Grgich	Ferh & Peers
Dominique Huffman	City of Wilsonville
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
John Fasana	Washington County
Kate Freitag, Chair	ODOT
Kerrie Franey	ODOT
Kian Leiner	FHWA
Kristin Tufte	PSU
Lewis Lem	Port of Portland
Pamela O'Brien	DKS
Pete Koonce	City of Portland
Summer Blackhorse	Metro
Rick Buen	Multnomah County
Ron White	Independent Contractor
Ryan Lowe	Coral Sales
Shaun Quayle	Washington County
Steve Mager	Q-Free/Intelight
Tammy Lee	PSU
Taylor Eidt	C-Tran
Tina Nguyen	City of Beaverton
Will Farley	City of Lake Oswego

Introductions and Announcements

Chair Freitag called the meeting to order at 1:01 p.m. and asked for introductions and announcements.

'Round the Table Updates

- Caleb Winter with Metro updated the committee on safety and provided information on crash reporting pulled from the Transportation policy Alternatives Committee (TPAC). He asked TransPort members to please consider including update on safety as well. He announced that Cooperative Telecommunications Infrastructure Committee (CTIC) was getting outage information from the Oregon Department of Transportation (ODOT) at least once a month. Additionally, he stated that the Intelligent Transportation Systems (ITS) Architecture that had been out between Washington and Oregon in August through September has since been reestablished between the Port of Portland and the Washington State Department of Transportation (WashDOT). Caleb also mentioned that the next Metro Transportation Incident Management (TIM) team will be held on November 10.
- Kristin Tuftte with PORTAL stated that the contracts have been signed for the next round of funding from Metro and Regional Transportation Council (RTC).
- Alison Tanaka with City of Portland stated that the Central Signal System had decided to move forward with a Request for Proposal (RFP). Alison also mentioned that the NE Columbia ITS project design had been completed and that they would be awarding a contract for construction once it is out of procurement. The NE Airport Way ITS project will be entering into design contract discussions soon. Additionally, the Barbour Blvd ITS project is reviewing the project for design and the North Going ITS project would be adding communications on Swan Island. They hope to finish construction in the next month or so. Finally, Willie Rotich will be retiring this year.
- Jim Gelhar with City of Gresham stated that Emergency Management Systems (EMS) and Travel Time ITS project is now being advertised for the next four weeks.
- Will Farley with City of Lake Oswego announced that the Boones Ferry Road project signal poles now connected.
- Bikram Raghubansh with Clackamas County mentioned that the Canby Ferry ITS project had extending fiber to the ferry and was now 90% complete. The Freight ITS projects are in phase 2A and the County is getting the Regional Flex Fund Allocation (RFFA) grant for phase 2B. They are hoping to combine the projects into one. The combined project would be close to \$4 million. Additionally, The I-5/I-205 ITS project now has notice to proceed, and the County is working with DKS to and local agencies to incorporate their needs into the overall ITS plan. Further, the Transportation Systems Management Operations (TSMO) Advanced Transportation Controllers (ATCs), total 116 that need to be upgraded in 2021. The County would be allowed to do a fund exchange and will proceed with normal certification. They are also doing ten in-house upgrades that will cover the entire County.
- Shaun Quayle with Washington County announced that they, along with DKS were close having a completed draft of the ITS update. Additionally, the Durham Road project will begin putting in adaptive signals and the Corn Pass ATC MTD project will move into the design phase. The Inter-governmental Agreement (IGA) had been executed. Shaun will follow up with ODOT on the fund exchange for the ATC TSMO for 163 controllers that are slated to go forward.

- Caleb Winter stated that they were able to kick off the ATC MTD grant for the I-84 Multi-modal Integrated Corridor plan. Additionally, he stated that Metro PILOT Grant program had been cut due to budget constraints.
- Bob Hart with RTC mentioned that they had closed two request for qualifications (RFQ), one for Central Signal Systems and another to update their regional ITS architecture.
- AJ O'Connor with TriMet announced that they are close to releasing the Next Gen Transportation Service Provider (TSP) RFP. Once the TSP is in place they will update their ITS plan in 2021.
- Chair Freitag with ODOT stated that they have activated the I-5 ATM project last month. Additionally they are working on their ATC list and hope to have that completed within the next couple of years.

Early Operations Observations from the I-5 Bridge Trunnion Repair

Chair Freitag introduced Michael Southwick with WSDOT and Taylor Eidt C-Tran. They each gave brief presentations on the coordination and completion of the I-5 trunnion repair. Regional partners in Oregon and Washington prepared for rerouting traffic through September using Transportation System Management and Operations (TSMO) tools, such as demand management, reversible traffic lanes, bus on shoulder and incident management preparations. Although weather and wildfire smoke delayed the project by a week, the trunnion replacement project is now complete. Partners are now focused on safety, passenger experience and reporting.

Best Practices for Rectangular Rapid Flashing Beacon Installation

Chair Freitag introduced Chris Monsere, Ph.D. with Portland State University (PSU) and Sirisha Kothuri, Ph.D. with PSU As part of an ODOT research project. They gave a presentation about the placement of Rectangular Rapid Flashing Beacons (RRFB) in combination with (and without) median refuges on three-lane roadways. They discussed the effect of refuge medians and mounted RRFB displays on driver yielding behavior and recommended RRFB placement on 3-lane roadways. Additionally, they discussed their findings and the safety impacts of RRFB on pedestrian crossing and rear-end crashes.

2021 TSMO Strategy Update

Caleb gave a brief progress report on the TSMO Strategy update. He provided a project time line and information on the update from Ferh and Peers. TSMO Strategy tasks will focus on: equity, developing a technical advisory group, goal setting, policy direction, technology, objectives and performance measures, and strategy and performance management from now until spring, 2021.

Adjourn

Chair Freitag adjourned the meeting at 2:30 p.m. The next Transport meeting will be held Tuesday, November 10, 2020, 1:00 p.m. to 2:30p.m.