

# *TransPort / Meeting Summary draft*

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)

Wednesday, April 14, 2021, 1:00 p.m. to 2:30 p.m. Online

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**Attendees:**

Adrian Pearmine	DKS
AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Bikram Raghubansh	City of Portland
Brendan Williams	PSU/TREC
Caleb Winter	Metro
Carl Olson	Clackamas County
Damien Casados	Coral Sales
Dennis Mitchell	DKS
Dominique Huffman	City of Wilsonville
Glen Bolen	ODOT
Jabra Kasho	City of Beaverton
Jana LaFrenier	City of Portland
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Kara Hall	Fehr & Peers
Kate Bridges	Steer
Kate Freitag	Chair ODOT
Kim Ellis	Metro
Lewis Lem	Port of Portland
Maggie Lin	DKS
Mike Burkart	ODOT
Mike Coleman	Port of Portland
Pat Marnell	Intelight
Ryan Low	Coral Sales
Scott Langer	WSDot
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Thanh Nguyen	ODOT
Tu Ho	DKS
Will Farley	City of Lake Oswego

## **Introductions and Announcements**

Chair Freitag called the meeting to order at 1:01 p.m. She asked the committee for announcements and project updates.

### **Round the Table Updates**

- Caleb Winter with Metro encouraged the committee to attend the monthly Transportation Policy Alternative Committee (TPAC) meetings that include the crash and fatality report delivered by Lake McTighe with Metro.
- Tammy Lee with PORTAL announced a user group meeting next Wednesday that would cover C-Tran and TriMet preliminary results and travel time calculation.
- Bikram Raghubansh with Portland Bureau of Transportation (PBOT) will be the regional Intelligent Transportation Systems (ITS) Architecture Representative for 2021.
- Alison Tanaka with City of Portland updated that committee on the Central Signal System Users Group. Currently, they are discussing licensing and moving to a cloud-based structure, and center-to-center-systems. Alison also noted that the Airport Way project had moved into the design phase and are working on a contract to include fiber, cameras, controller and radar. Further, Bikram Raghubansh with City of Portland commented that the North Columbia Blvd project was under construction and should be completed come August. He also mentioned that the Barbur Blvd project was underfunded and they are working on how to move the project along.
- Caleb noted that the next Traffic Incident Management (TIM) Coalition meeting would be held on May 11 at 10:30 am. He will have more information on additional training dates soon.
- Chair Freitag with the Oregon Department of Transportation (ODOT) stated that Oregon 212 and 224 ATC projects, and the Cornelius Pass project were in the design phase.
- AJ O'Connor with TriMet noted that they had reached a final offer on Next Gen Transit Service Provider (TSP) project.
- Carl Olson with Clackamas County noted that the Canby Ferry project was delayed due to issues with right of way (ROW). The Regional Freight project is in phase 2A for working signals. Phase 2B will include additional funding and improvements per an inter-governmental agreement (IGA). Further, they need to identify a project manager for the Integrated Corridor Management (ICM) project, which is on hold for now. Additionally, he discussed Columbia River Crossing (CRC) mobility and impacts to fiber downtime for TriMet, the County and ODOT on April 20. Finally, they plan to have the ITS plan update finalized in two weeks.
- Shaun Quayle with Washington County noted that Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) is still working with ODOT. They have fiber on State contract and will extend the pedestrian adjacent green signal, which allows them to sample data. Further, he noted that their ITS project was going to public comment and that Durham ITS had gone to bid to add an adaptive system for up to eight intersections and bike distinguishing detection. Additionally, they are working with Street Simplified on flashing turn lights and how to avoid left hand crashes.
- Jim Gelhar with City of Gresham stated that there was a three week delay on VMS structure but that they would still complete the project on time.
- Caleb announced that Kian Leiner resigned from FHWA and that Nathaniel Price will return to Transport.
- Carl Olson announced that the Oregon Institute of Transportation Engineers (ITE) will hold a webinar on May 5<sup>th</sup> and discuss the toll project.

### **TransPort Chair and Vice Chair Election (action item)**

Caleb asked the committee for nominations for Chair for TransPort for a three-year term, and Vice-Chair for a one-year term. He reminded the committee that there are no term limits. Caleb noted that there was a quorum and quickly reviewed the voting process and by-laws. He provided a Google voting poll and reminded the committee that only agency leads could vote. He asked Ted Leybold to vote for Metro.

*Action taken:* Ted Leybold moved to nominate Kate Freitag as Chair. Shaun Quayle seconded the motion. Ted Leybold moved to nominate AJ O'Connor as Vice-Chair, Carl Olson seconded the motion. There were no other nominations. Both Kate and AJ accepted their nominations.

All lead agencies moved to accept the nominations: Bikram Raghubansh, City of Portland, Ted Leybold, Metro, Shaun Quayle, Washington County, Carl Olson, Clackamas County, and Jim Gelhar, City of Gresham. Kate Freitag, ODOT, moved to accept AJ O'Connor with TriMet as Vice Chair, AJ O'Connor moved to accept Kate Freitag as Chair.

### **Regional Mobility Policy Update**

Caleb introduced Kim Ellis with Metro and Glen Bolen with ODOT. They gave a presentation on the Regional Mobility Policy update and asked for input on the proposed measures and ideas, and how to operationalize them with existing and new data sources and agreements among agencies.

Kim noted that TransPort is the data and performance measures portion of the policy update. She stressed the need to modernize the policy, which will help inform the Regional Transportation Plan (RTP) and Oregon Highway Plan Policy for Region 1. Currently, they are regulating plan amendments, mitigating development projects and managing road design. March 2021 through 2022, they will develop and test the policy approach through case studies and develop a mobility policy and action plan for public review and interim action. Eventually, they will implement the update using TSPs and other local ordinances, and update State and local standards, guidelines and best practices.

Using the 2040 Growth Concept as a foundation, Kim noted that they plan to follow the RTP priorities around equity, safety, climate and congestion. Ideally, they will follow Oregon Transportation Commission (OTC) strategic plan priorities for accessibility, mobility and climate change by providing greater access and a broader range of mobility options for all Oregonians.

Kim noted that volume-to-capacity ratio (V/C) measured vehicle volumes relative to road capacity during PM peak hours, but did not measure mobility for people riding transit, biking, walking or moving goods. Additionally, it does not fully reflect the impacts of Transportation System Management & Operations (TSMO) and Transportation Demand Management (TDM) solutions. Kim noted: access, time efficiency, reliability, and safety and travel options as key elements of the policy. She also included location and land use context, facility type and function(s), user needs, and time of day.

Kim stated that they need to identify the most promising measures surrounding: multimodal levels of service, traffic stress levels, pedestrian crossing index, system completeness, accessibility time and duration of congestion, travel time, vehicle miles traveled (VMT) travel time, and volume-to-capacity of roadway links and intersections. Kim felt that there was a role for PORTAL in this as well, in terms of data and analysis.

Finally, Kim provided a timeline for April through May 2021, in which they will engage practitioners, community leaders and stakeholders. They will consider Joint Policy Advisory Committee on

Transportation (JPACT) and Metro Council direction on policy measurements and case studies come June 2021.

Discussion: Shaun pointed out that when metrics get implemented in transportation planning and development, they look for the lowest cost. He noted that data changed quickly, but that there is not adequate funding around new data or sources for new data metrics. Further, he stated that they needed a baseline for the reliability and accuracy of the metrics. Kim called out that the yellow highlighted area on slide 20 were internal to project team discussion for system completeness and directly related to safety. Caleb noted that TSMO had completeness in terms of fiber and active corridor strategies and asked what else might be added. Shaun suggested adding touches to indirect measure, safety management and mobility.

Caleb asked about the pedestrian crossing index and signalized crossings. Kim questioned what measures should cover signalized and painted crossings, and crash data, and noted that they needed more guidance. Glen stated that they had identified urban design and facility for context and noted that if they could identify system planning and target the contributing elements they could purchase them. Shaun pointed out that they look at speed differential and blockages, taking into account risks that get magnified. He noted that it is expensive and difficult to get these metrics, as well. He questioned how to model those conditions and suggested that they start with a calibrated model using good data sources.

Kim questioned how stressful environments are that bikes and pedestrians travel in. Glen noted that they are localized and suggested checking data for this at one hour and 10 minute intervals. Kim also asked about transit reliability. AJ mentioned looking into new technology to digitize light rail vehicles as an option to improve reliability and maintenance. He noted that the technology could potentially extend to next generation TSP as well.

### **Adjourn**

There being no further business, Chair Freitag adjourned the meeting at 2:30 p.m. The next TransPort meeting will be held online Wednesday, May 12, 2021, 1:00 p.m. to 2:30p.m.