

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Wednesday, August 11, 2021, 1:00 p.m. to 2:30 p.m., online

Attendees:

AJ O'Connor	TriMet
Ali Razmpa	Kittelson & Associates
Alison Tanaka	City of Portland
Bikram Raghubansh	City of Portland
Caleb Winter	Metro
Carl Olson	Clackamas County
Chase Hildner	Washington County
Chris Grgich	Fehr & Peers
Dennis Mitchell	DKS
Galen McGill	ODOT
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
Kara Hall	Fehr & Peers
Kate Freitag	Chair ODOT
Lewis Lem	Port of Portland
Mike Burkhart	ODOT
Nick Fortey	FHWA
Pamela O'Brien	City of Portland
Patrick Marnell	Intelight
Scott Langer	WSDOT
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Will Farley	City of Lake Oswego
Ya Min Ha	Kittelson & Associates

Introductions and Announcements

Chair Freitag called the meeting to order at 1:00 p.m. She asked the committee for announcements and project updates.

Round the Table Updates

- Caleb Winter with Metro reminded the committee about safety and reaching out to agency representatives on the Transportation Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT).
- Tammy Lee with PORTAL stated that they are still working on maintenance and server updates, and API updates through ODOT. Additionally, she announced that Dr Bruce Irvin will be teaching a data engineering course at Portland State University (PSU) come spring 2022 and is looking to partner with agencies. Agencies will also have the option to take part in a capstone project. More information can be found here: <https://www.pdx.edu/computer-science/bachelors-program-computer-science-capstone>.
- Bikram Raghubansh with City of Portland noted that NE Columbia is still delayed due to permit issues. The Airport Way Intelligent Transportation Systems (ITS) project is almost complete, and the Barbour Blvd project should soon have notice to proceed. He is also helping TriMet with next gen transit service providers (TSP) to get the LYT system configured.
- Alison Tanaka with City of Portland and the Central Signal System Users Group stated that there would be a group meeting for anyone using the system and finalizing documentation. Additionally. They are working on software and hardware procurement to connect to counties that will be host servers. Further they are working on end of year wrap up. Programming starts next year.
- Mike Burkart with Oregon Department of Transportation announced the Cooperative Telecommunications Infrastructure Consortium (CTIC) meeting would be held on September 15. He also announced that fiber had been damaged on I-5 and I-205 due to vandalism. Communications for I-205 have been repaired, but I-5 will take longer to repair.
- AJ O'Connor with TriMet announced that the Intelligent Transportation Systems (ITS) Network would review the existing ITS Network Architecture and were working on a non-binding agreement. He also updated the committee on the Maestro server and router testing in Washington County. Caleb stated that their next team meeting would be August 25.
- Caleb noted that the Traffic Incident Management (TIM) Coalition next meeting would be August 24.
- Kate Freitag with ODOT noted that the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Region 1 project for Highways 212 and 224 was moving forward and should be construction ready by December. The Corn Pass project has a deadline of February 2022. Galen McGill with ODOT also mentioned that they have revised their approach to the portable ATC and are wrapping up reporting for Federal Highway Administration (FHWA).
- Jim Gelhar with the City of Gresham noted that their video management system (VMS) project had hit a construction snag, but was still ongoing.
- Shaun Quayle with Washington County noted that all projects were moving forward. They are also collaborating with an intern for results on Street Simplified and evaluating FLIR bike detection.

- Scott Langer with Washington State Department of Transportation (WSDOT) noted that they are in process of establishing operations out of TMC for WSDOT, Clark County and City of Vancouver.
- Galen stated that they were seeing shortages on electrical contractors. Contractors are booked out to next year and are currently 60 to 80% over estimate.

Washington County's Signals Data Update

Shaun Quayle with Washington County gave a presentation and updated the committee on the Inrix Signals IQ data set. He briefly covered strength and use cases for signal retiming effectiveness and countywide comparisons and opportunities for enhancement. He gave a site overview using 65th Avenue signal complaint and retiming example. Shaun explained that they determined that drivers were using a new section between Sagert and Borland as a bypass for I-5 to avoid freeway congestion, which created traffic delays during peak PM periods.

Using Inrix Signal IQ data, they looked at before and after conditions and calculated average of average delay and split failures. He noted that they had more than one split failures on a Tuesday and Wednesday, noting that Thursday and Friday were also bad. He pointed out that PM peak assumptions were wreaking havoc on traffic.

Shaun noted that they released the intersection lights to run free for all times of the day and adjusted the normal and auto max bias, as well as the gap and passage times to bias on 65th. They also adjusted the set walk times to seven seconds. They determined that there was not enough capacity on 65th Ave in that section to accommodate right turns and s-movement and that the minimum average delay was 30%.

Additionally, he noted that Inrix interfaces intuitively and well with RITIS tools and that it had the same metrics as ATSMPS and faster delivery in the cloud. Further, he noted room for improvement in movement, calling out that approximate 33% of intersections have movements missing that were mostly channelized rights, or minor. He also stated that there may be some issues due to base mapping and overlap, as well as limitations in giving the full name of all intersections. Other limitations included three-day lag results and one-day analysis only through Inrix, whereas RITIS had the capacity to do multi-day, week, month or yearly analysis. Further, split failures may not accurately capture long queues and the mining and interpretation required to assess problems. Shaun noted that average or the averages was tricky, at best.

Discussion:

Caleb noted that using a small sample size would make it hard to show the benefit of changed timing. Shaun agreed that day-to-day worked best to compare averages, depending on sample size and level of information. The average in Oregon is around 7%. Based on additional questions from the committee, Shaun stated that it would be reasonable to look at Inrix data to set up a buffer index, but not for reliability metrics. They would have to know what the peak hour was and look at ranking by delay.

Bikram asked if Inrix was able to prescreen locations for capture rate. Shaun suggested that they use the same average for capture rates for different time spans, which can be identified quickly on sample size. Shaun also noted that Inrix was offering early bird pricing for other agencies, as well as consulting firms that work with travel data within the region, as long as they sign a non-release form for non-sharing with competitors.

Discussion Continued from July on ODOT Enhance

Scott Turnoy with ODOT and Caleb gave an introduction on projects that ODOT was looking at for delivery on enhanced discretionary funds. Caleb noted that Scott had meet with several jurisdictions for information on safety, Transportation Systems Management and Operation (TSMO) and bus on shoulder projects. Scott stated that the selection committee would review proposals in the fall to determine which projects will go forward for scoping in the fall. They hope to narrow down the list of funded projects by the end of winter, or early spring. He noted that Happy Valley had provided suggestions from for Highway 212 and 224. Oregon City had also called out improvement for a STIP enhanced program. Currently, they are looking at August for recommended proposals. The final project decision will go to the ODOT 2024-2027 Statewide Transportation Improvement Program (STIP). Scott noted that they need to think critically about assumptions and how they may impact expectations, stating that things could change by 2024 due to potential fluctuations in funding. He reminded the committee that projects like active transportation have an opportunity for proposal approval because it is scalable.

Bikram asked when proposals were due. Scott stated by the end of the month, if not sooner. Caleb noted that from the TSMO perspective, active transportation was something we can support. Scott also pointed out that support for ATM was for orphan or district highways improvements. He stated that one of the challenges was that criteria was focused on freight mobility and congestion relief, and that the program focused on that and reliability.

Caleb suggested that TransPort write a letter of support as soon as possible for submitted proposals. Scott, said they could submit now, or after the proposals go for selection. Scott encouraged the committee to submit by August 27 and reminded them the scoping committee would refine funding from \$80 to \$60 million. Caleb stated that they could have something drafted by August 24. Chair Freitag asked if the letter should be a separate piece or be submitted with the packet. Scott stated that they could reference it in the comments or include with packet, but would get more clarity on those options.

2021 TSMO Strategy – Actions

Caleb introduced Chris Grgich with Fehr & Peers and stated that they are in the final steps for the 2021 TSMO Strategy. He asked the committee what actions they foresee as critical. Chris stated that they are working on changes and would have a draft action plan within the next three weeks. He provided a summary on what was discussed previously, as well as a time line for August work groups and finalization meetings. He asked the committee if they had additional items to include.

Shaun suggested that they provide use cases and where they may want to report these with typical TSMO projects. He noted that it would meaningfully tell a story around the projects they had completed, which would help support future projects. Chris acknowledged that it would be restorative to get a baseline. Caleb gave an example for using number of crashes by severity, then possibly creating plan around high injury intersections.

Galen, asked what they were looking for. Caleb stated they focus on things they would do in the next 10 years. Galen called out that they would continue to promote traffic incidences strategies, but noted that the regional system goes beyond projects. Caleb stated that as a good point for nomenclature and reminded that committee that the action would be to put more communication out. Chris Olson with Clackamas County asked about traveler information systems and if there were actions for research they were moving towards. Galen noted that there was a lot in the data area to think about in terms of travel and connected vehicles. He suggested they focus on data exchange and policy and used ATCMTD as an

example. Chris stated that they would come back to the committee with an action plan for the next meeting.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:28 p.m. The next meeting will be held online, Wednesday, September 8, 2021, 1:00 p.m.