

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday March 17, 2022, 3:30 to 5 p.m. online

Attendees:

Alison Tanaka	City of Portland
Basem Elazzabi	Coral sales
Bikram Raghubansh	PBOT
Caleb Winter	Metro
Chengxin Dai	HDR
Damian Casados	Coral sales
Eliot Rose	Metro
Galen McGill	ODOT
Jim Gelhar	City of Gresham
Justin Guinan	ODOT
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Mike Burkhart	ODOT
Neelam Dorman	HDR
Nick Fortey	FHWA
Patrick Marnell	Q-Free
Scott Turnoy	ODOT
Shaun Quayle	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Trepanier	INRIX
Tina Nguyen	City of Beaverton

Introductions and Announcements

Chair Freitag called the meeting to order at 3:32 p.m. She asked the committee for announcements and project updates.

'round the Table Updates

- Caleb Winter with Metro announced that the Transportation System Management Operation (TSMO) Strategy had won the 2022 TSMO award. Additionally, he shared that a Federal Highway Administration (FHWA) Safe System Approach will be held on March 28 on the. Part two of the training will be held in fall, 2022.
- Caleb noted that the Intelligent Transportation System (ITS) network's next quarterly meeting would be May 25. Additionally, they are working on budget for the coming fiscal year.
- Bikram Raghubansh with City of Portland announced that after several delays the NE Columbia project started last week and should be completed end of May. The NE Airport Way project is slated for PS and E with a bid opening mid-May. Barbour Blvd project will open up a bottleneck along the corridor and add fiber from downtown Portland to Capitol Hwy. Additionally, they continue to work with 92nd and Holgate perspective for ODOT. 82nd will also be transferred to ODOT.
- Alison Tanaka with City of Portland announced that the Central Signal System Users Group project servers had been ordered and they are finalizing the Q-free contract.
- Caleb noted that the Traffic Incident Management (TIM) Coalition provided training to Columbia County, Washington County, and Central Lane 911. Justin Guinan with ODOT noted that that they are rebuilding TIM and will update on future meeting dates when available.
- Chair Kate Freitag with the Oregon Department of Transportation (ODOT) announced that the 217 widening project will have fiber impacts to 99W and Beaverton Hillsdale Hwy. Oregon 8 will have fiber installed for the entire stretch. Additionally they are trying to determine how to proceed with Capitol Hwy, based on cost estimates. Galen McGill with ODOT noted that fiber orders are out about 77 weeks, which is impeding projects. Further, they are accepting requests for proposals (RFP) through April 28 and the broadband strategy will wrap up in May. Finally, they announced that Portland Community College (PCC) and ODOT are working on connecting their electronic data exchange that will go live this fall.
- Jim Gelhar with City of Gresham noted that they will be wrapping up their Virtual Messaging System (VMS) sign next month and finalizing language for the sign.
- Shaun Quayle with Washington County questioned if there should be an ITS update to the Eco system project. Galen McGill stated that there was a possibility of that happening with in a year. Shaun discussed the Adaptive Max system on Carmen drive, and the Upper Boons Ferry and Durham controllers and noted that they are nearly ready to be swapped out. They will install the firewalls and make sure everything is working. He also discussed the Street Simplified crash data and noted that there is not a significant correlation on left turn crashes.
- Tina Nguyen with City of Beaverton announced that they are in the process of separating out networks and are installing their own separate firewall.
- Caleb reminded the committee about the Metro RTP update and forum through Kim Ellis.
- CW gave a brief update on the TSMO project status spreadsheet and thanked committee members for including information for specific projects. Caleb will post the updated information and noted that projects can also be located in the ODOT project tracker.

Debrief from NW Transportation Conference

Caleb Winter asked committee members who attended the NW Transportation Conference if they would like to share ideas from the conference. Galen McGill noted that they had fewer sessions since it was virtual, but that many of the sessions centered on data. They were able to bring in national speakers more easily and hold more meaningful offline conversations.

Scott Turnoy added that, as a speaker he was able to hear questions brought up during the presentation and respond in kind. He noted that Information from the session will be posted for three months. Further, he was able to reach out and set up meetings with participants, which should help build relationships and connections around case studies.

Caleb stated that the Rose Lane project forum with TriMet and City of Portland reduced transit time and showed how delays were perceived as a real impact on transit use and time. Galen briefly covered the FHWA presentation on TSMO related work and that he had contact information for outreach to FHWA.

TransPort Work Plan Actions

Caleb Winter provided a spreadsheet of actions and sub-actions on the TransPort tab of the 2021 TSMO Work Plan and asked if there was additional information to add to the TSMO toolbox. Information on next steps and scoping could help bridge gaps in bicycle and pedestrian facilities.

Shaun Quayle asked about groups keeping track of gaps and cost, versus proper treatment. He cited controlled crossings for pedestrians or separated bikeways for cyclists as an example. However, Shaun was unsure how this would fit into TSMO, or how best to capture this information. Caleb mentioned bike signal countdowns and creating a safer environment. He agreed that gaps were a regional and local need in the system, but may not be what they need for TSMO. Caleb asked Bikram Raghubansh if he had anything innovative for the toolbox. Bikram suggested using a flow-Q camera system, as well as countdown bike indicators. As Bikram learns more he will advise the committee on his findings.

Caleb also talked about University of Nevada's sensor development and research on near misses. Shaun noted that they need more info on sensors and suggested they keep category and use case separate. Further, he suggested that they develop a frame work for ITS sensor evaluation, so they have structure and fairness for comparison. Shaun stated that in terms of bike and ped, the City of Portland should have information. However, he noted that there is something to be said for having a basic service model and control strategies in the field. Caleb stated that they could also use the new central signal system.

Caleb called out that actions seven, eight and 16 covered what they had just discussed. He stated that these actions were on the near-term timeline. Shaun asked that they keep ODOT signal timers in the loop, as this could apply statewide. Further, Scott Turnoy noted that there may be some funding for corridor planning that could potentially be used for transit and access to transit, and that there could be an opportunity to fold this into TSMO.

Shaun also noted that FHWA may be a resource and that they could arrange a peer exchange to use as a starting point. He stated that this should be considered as an action item. Further, Shan said they could connect with Tennessee for a peer to peer exchange next month.

Shaun noted that truck signal priority may also work for busses and that it could be a stop gap for now. Further, he stated that Advanced Transportation and Congestion Management Technologies Deployment (ATC MTD) projects may offer up before and after studies that they could leverage for corridor priorities for larger freight impacts.

Chair Freitag suggested that they document the projects they have in the pipeline, as it will help them keep track of progress.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 4:53 p.m. The next meeting will be April 13.