

TransPort / Summary DRAFT

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday May 11, 2022, 1 to 2:30 pm, online

Attendees:

Alyssa Cameron	ODOT
Anastasia Roeszler	WSP
Basem Elazzabi	Coral sales
Bikram Raghubansh	PBOT
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Ioana Cosma	Clackamas County
Jabra Khasho	City of Beaverton
John Fasana	Washington County
Kara Hall	Fehr & Peers
Kate Freitag, Chair	ODOT
Katherine Bell	ODOT
Matt Dorado	Washington County
McKenzie Traetow	Oregon State University
Michael Olsen	Oregon State University
Mike Burkhart	ODOT
Neelam Dorman	HDR
Nick Fortey	FHWA
Patrick Mahedy	ODOT
Rick Buen	Multnomah County
Scott Langer	WSDOT
Scott Turnoy	ODOT
Shaun Quayle	Inrix
Summer Blackhorse	Metro
Tammy Lee	PSU/PORTAL
Ted Leybold	Metro
Theresa Rolfs	ODOT
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. She asked the committee for announcements and project updates.

'round the Table Updates

- Caleb Winter with Metro shared information on crash data related to deaths excludes data that is over 30 days, intentional, homicide, non-motor vehicle related, parking related or related to a medical event.
- Tammy Lee with PORTAL announced they are updating the meta-data for the Washing state Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT).
- Caleb noted that the Intelligent Transportation Systems (ITS) network next quarterly meeting will be held on May 25.
- Bikram Raghubansh with the City of Portland announced that installation of fiber optics for the NE Columbia project was nearing completion. They continue to work on phase two. Additionally, he noted that the NE Airport Way project right of way (ROW) has been certified. Further, the Central Signal Systems project is developing contract language with Q-Free and they are working with partners on next steps.
- Mike Burkart with Cooperative Telecommunications Infrastructure Consortium (CTIC) announced that the next meeting will be held on May 18.
- Caleb noted that the Intelligent Transportation system (ITS) network meeting could move to May 19.
- Caleb reminded the committee that training is still available through ODOT from the TIM collation.
- Chair Kate Freitag with ODOT noted that construction for Hwy 224 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project will begin this summer.
- Ted Leybold with Metro announced that the Regional Flexible Funds Allocation (RFFA) public comment for project allocation would begin May 30.
- Carl Olson with Clackamas County noted that Oregon Institute of Transportation Engineers (ITE) will hold a June happy hour from 2 to 5:30 pm.
- John Fasana with Washington County stated that the Durham adaptive project is running. Additionally, the Graham's Ferry project is under construction for overheight detection and the Inter-governmental agreement (IGA) for ATC controllers is being routed for signatures.
- Tina Nguyen with City of Beaverton stated that their adaptive projects are moving forward.
- Scott Langer with Washington State Department of Transportation (WSDOT) noted that the Centralized Signal System would cost them \$225K to have Q-FREE write code without the option of using a test server. WSDOT will continue to use two systems with Q- free and Intelight. Clark County will continue use Traffic Ware. Further, bids on Highway 14 project will start in the fall and the federal funding package will include Complete Streets for any project over \$500K.
- Scott Turnoy introduced Katie Belle and discussed the Integrated Corridor Management (ICM) mini request for proposal (RFP) solicitation for the I-5/I-205 Clackamas Connection ICM Deployment Plan by end of May.

ODOT Urban Mobility Office Strategic Planning

Alyssa Cameron with ODOT gave a presentation on the statewide strategy to measure and guide responses to congestion in the Portland region. The Strategic Action Plan (SAP) includes opportunities for public agency participation to provide input over the summer. The plan revolves around equity, the modern transportation system, and sufficient and reliable funding. Underlying goals for equity include: culture, workforce, and operation and policies, along with economic opportunity, engagement and climate. The Modern transportation system focuses primarily on congestion relief, but also covers: preservation and stewardship, safety access, mobility and climate change, project delivery and innovative

technology. Sufficient and reliable funding centers around multimodal funding, road usage charging, tolling, and department fiscal health and partner funding. In combination, the plan should implement action around developing a comprehensive management plan and communication strategy, implement bus on shoulder on sections of I-5 and I-205, design tolling for I-205, help define a list of Active Traffic Management (ATM) projects, and begin construction on the I-5 Rose Quarter Improvement Project.

Alyssa requested that members of TransPort volunteer for a series of three, one-hour meetings this summer and asked that they respond via email to her and Theresa Rohlfs by May 20. The link for more information can be found here: <https://www.oregon.gov/odot/Pages/SAP.aspx>

Ted Leybold thanked Alyssa for asking Metro to participate. He stated that they would like to hold a coordination meeting in addition to attending the region-wide meetings. Caleb will also volunteer for the workgroup to look for consistencies between Metro and ODOT. Caleb asked ODOT staff to consider include TPAU staff as well.

Alyssa noted that the Regional Mobility Policy would be a useful tool. Caleb noted that the TSMO Strategy and goals would also be helpful. Further, Chair Freitag agreed to volunteer. Finally, Ted stated that ODOT planning staff, such as Glen Bolen or Scott Turnoy would be helpful. Scott Turnoy stated that he would volunteer.

TSMO Update

Caleb Winter gave a brief presentation and discussed the latest Transportation Policy Advisory Committee (TPAC) TSMO update. Caleb noted that TSMO funds are constrained, but could benefit from an additional \$10M, which would be difficult to obtain. He stated that funding from RFFA projects did include some TSMO elements, so they could see some additional funding from RFFA. Further, Caleb noted that the funds for the Mobility Policy Measure had expanded to system completeness. Additionally, he stated that traveler information had increased over time and that response times and crashes were down. Further, he discussed equity in terms of transit ridership, and an increase in investments for accountability and lowering capital and operator costs.

Caleb reminded the committee about the 2021 TSMO Strategy actions and the criteria based on advancement of the Strategy. He discussed coordination opportunities, specifically Action 16 - Implementing ICM and mainstream ICM into Corridor Planning. Finally, Caleb covered the draft timeline and steps for TransPort to give feedback.

Chair Freitag asked if the current ATC funding had funded the current list of projects. Caleb responded that it had. Finally, Caleb noted that they are setting up a funding program policy and will be asking for feedback on that as well.

Sensor Complexities Resolved on Durham Road

Matt Dorado and Patrick Mahedy with Washington County and ODOT are partnered on the first MaxTime Adaptive system in the greater Portland Region. Matt and Patrick gave a brief presentation and discussed the sensor complexities on Durham road, how they resolved them and the installation of FLIR cameras for bike riders and pedestrians. Matt noted that they use the same cable as the regular cameras so are an easy retrofit. Matt stated that FLIR is good at detecting bikes and pedestrians in the crosswalk, in waiting areas, or areas where there is a lot of jay walking. He noted that cameras can cancel the signal call when someone jay walks and bring up a longer minimum green for bikes.

Matt and Patrick also discussed Wavetronics RADAR noting that it can see far down the road and can extend all red in a through phase. They also noted that the Intelight uses and ATC controller with Max Adaptive.

Patrick called out that there was a problem in the software itself on local operation, and that it needed an adaptive system for making decisions. Further, they need communication between ODOT and Washington County networks. Finally, they will need to install and maintain a firewall that expands beyond this project.

The committee asked when Max Adapt would be turned on. Matt noted that they did not know as they still had fiber work and cables to hook up, but stated that everything was in to Q-FREE. Shaun Quale stated that Intelight should give an overview of the new adjustments, cover the forms and draft setting, and that they should run it in adaptive mode as a test. If it works, Intelight should field it with the County and State this summer. Bikram Raghubansh asked if the current set up would allow for transit signal priorities. Patrick pointed out that they would possibly need to set up another controller, but would not need additional hardware. Finally, Caleb asked if there would be an evaluation. Matt stated they assume they will have one for the adaptive system and possibly one for the HAWK (High-intensity Activated Crosswalk) signal.

Additional Announcements

- Bikram Raghubansh gave an update on the Division Transit project. He stated that the new device is being tested and that they implemented a firewall for blocking unwanted signal commands.
- Caleb asked about the Multnomah Falls timed visits and status of parking? Chair Freitag stated that the Timed Permit Pilot for Historic Highway 30 would run from May 30 through September 5. Permits are required between 9am and 6 pm, 7 days a week to enter the corridor. Visitors will have a one-hour window to enter and parking is not guaranteed. She noted that the program is in place because the corridor is too congested. Chair Freitag reminded the committee that this program is separate from the Multnomah Falls visitor permit.

Adjourn

There being no further business, Chair Freitag adjourned the meeting at 2:20 p.m. The next meeting will be held online on June 8.