TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday November 8, 2023, 1 to 2:30 pm online

Attendees:

AJ O'Connor	TriMet
Alison Tanaka	City of Portland
Basem Elazzabi	PSU/TREC
Bikram Raghubansh	City of Portland
Cadell Chand	Washington County
Caleb Winter	Metro
Christopher DeLorto	Corix Vision
Dennis Mitchell	DKS
(Aaron) Galong Yan	Washington County
Grayson Isbell	ODOT
Ioana Cosmas	Clackamas County
Jabra Khasho	City of Beaverton
Jason Spencer	Western Systems
Jim Gelhar	City of Gresham
Joe Kirkland	City of Hillsboro
Kara Hall	Fehr & Peers
Kate Freitag (Chair)	ODOT
Matt Egeler	City of Hillsboro
Mike Burkhart	ODOT
Nick Fortey	FHWA
Pam O'Brien	DKS
Richard Gamble	City of Vancouver
Samuel Inoue-Alexander	Fehr & Peers
Scott Turnoy	ODOT
Summer Blackhorse	Metro
Tammy Lee	PSU/TREC
Ted Leybold	Metro
Will Farley	City of Lake Oswego

Introductions and Announcements
Chair Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1 p.m. She asked for introductions, announcements, and updates.

'round Table
- Caleb Winter with Metro and Chair Kate Freitag with the Oregon Department of Transportation (ODOT) discussed updates and upcoming trainings related to transportation safety. Caleb provided an update on regional safety strategies and mentioned the need for additional input. Caleb also noted that Metro is hiring for an Associate Transportation Planner position.
- Ted Leybold with Metro gave a brief update on the regional transportation plan and recommended a proposal to the Joint Policy Advisory Committee on Transportation (JPACT).
- Caleb also provided an update on the progress of the recommended Transportation Systems Management and Operations TSMO projects in the sub-allocation, including partnerships with Gresham and the Multnomah County.
- Caleb announced that the Traffic Incident Management (TIM) coalition would be holding a Crash Responder Safety Week November 13-17.
- Bikram Raghubansh with the City of Portland reported on the completion of the Barbara Boulevard project and the successful fiber installation. He noted that the Holgate Project controller upgrades were set for completion by June 2024.
- Alison Tanaka the City of Portland and Central Signal Systems noted that there was an updated version of Kinetic signals software available that will be installed next week.
- Mike Burkhart with ODOT Cooperative Telecommunications Infrastructure Committee (CTIC) noted that the next bi-monthly meeting will be held November 15.
- Mike Burkhart also noted that the city of Beaverton was now connected to the Intelligent Transportation Systems (ITS) network. Caleb noted that they had met with Beaverton to discuss equipment updates and noted that the next quarterly ITS meeting would be January 24, 2024.
- AJ O'Connor with TriMet talked about finalizing the intergovernmental agreement (IGA) for the Division Transit project. TriMet will send the IGA out for review and start the final steps to meeting their legal needs. AJ also noted that TriMet and the Portland Streetcar are talking about integrating ITS infrastructure using TriMet's existing systems, which would allow Transportation Safety Planning (TSP) for streetcar.
- Joe Kirkland with the City of Hillsboro noted that Washington County had received all their controllers and will begin working with DKS to install them.
- Chair Freitag noted that they are wrapping up the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) and will begin work on the evaluation and data collection.
- Scott Turnoy with ODOT thanked agency partners for their help with Integrated Corridor Management (ICM) planning and discussed the categories for management strategies for the I-205 corridor. They are in the final steps to complete it by April 2024 and will share a tech memo for review at some point.
- Nick Fortey with the Federal Highway Administration (FHWA) noted that they will integrate ITS into a safe systems framework. FHWA will provide introductory videos soon. Chair Freitag asked that he share those links when available.
- Matt Egeler with the City of Hillsboro stated that they are updating everything to MAXTIME and looking at signal timing. Further they are working on their Transportation Safety Action Plan existing conditions with Kittelson and will look at recommendations.

- Will Farley with the City of Lake Oswego noted that they are working with the City of Hillsboro on signal timing and will have a signed agreement with Clackamas County soon. He also noted that they are updating their school flashers and announced that Traffic Bowl was coming up next week.

ITS Network Equipment (Action Item)
Caleb Winter and Chair Freitag discussed updating the region's Intelligent Transportation Systems (ITS) network and the need for equipment replacement in 2024. Caleb mentioned that they have been working on the Unified Planning Work Program (UPWP) and that this equipment change is one of the projects included in that plan. He discussed an adjustment to funding in the amount of $420K for the equipment purchase proposed and splitting the equipment purchase off from the planning projects. He noted that, since this is not a planning project, Metro cannot purchase the equipment. Therefore, they are handing lead agency responsibility to ODOT.

Chair Freitag asked there was a motion to separate out the ITS network equipment purchase as a separate project and forward it to Metro for approval. Ted Leybold with Metro made a motion to reorganize the description of the project to bring out ITS equipment purchase as a separate project for programming purposes in the Metropolitan Transportation Improvement Program (MTIP) with a recommendation to Metro. AJ O'Connor with TriMet seconded the motion.

Chair Freitag asked is there was any discussion on the motion. Hearing none, she called for a vote from TransPort members. Chair Kate Freitag with ODOT, Ted Leybold with Metro, AJ O'Connor with TriMet, Ioana Cosmas with Clackamas County, Cadell Chand with Washington county, Jim Gelhar with Multnomah County, and Bikram Raghubansh with the City of Portland Members were all in favor of the motion. There were no abstention or opposition. The motion passed unanimously.

LiDAR Helps Determine Pass/No-pass Zones
Caleb introduced Cadell Chand and (Aaron) Galong Yan with Washington County, and Richard Gamble with the City of Vancouver. Cadell, with contributions from Richard and Aaron discussed a new method to determine pass/no pass zones.

Aaron gave a demonstration on how to use aerial Lidar data to create a surface in AutoCAD. The process began with importing data from the Metro region into the Lidar file and creating a point cloud, which was then used to create a surface. Aaron then exported the point cloud as an RCP file, which was then imported into Civil 3D. From there, a surface was created and overlaid on top of an aerial image. Aaron also provided an example of how to create a boundary and alignment for a road and how to export data in a format suitable for the passing zone evaluation spreadsheet.

Richard detailed the process of setting up data in Civil 3D to assess passing zones. He emphasized the significance of speed, direction, and minimum pass site distances and explained the concept of close out distance and the need for discretion when considering the width of the road and shoulder on each side. He further discussed the area of influence near intersections where passing is illegal within a hundred feet. Lastly, he spoke about setting up no passing zones around stop signs and shared the history and development of the spreadsheet tool.

The spreadsheet tool, which combines data from Civil 3D, provides a tabulated analysis of passing zones on a road and identifies if any passing zones are too short or too long. Richard discussed the tool's effectiveness and noted that it was available for others to use.

Additionally, Aaron presented the results of a study conducted on West Union Road, which involved analyzing stationing numbers, running the spreadsheet, and comparing the results to aerial photos and field visits. He noted discrepancies between the spreadsheet results and the existing striping, suggesting issues with the data or the intersection points.

Cadell discussed the potential for replicating the process using Metro's and Lidar data and suggested that future data should be classified for efficiency. He noted that the process could be helpful in spot checking areas with poor safety performance, public complaints, and resurfacing projects. Cadell also acknowledged that the process needed further vetting before it could be used to upgrade rural roads.

In closing, Cadell and Richard discussed the use of aerial photography and Lidar data. Richard shared his experience with Lidar in the Clark County, highlighting its cost-effectiveness, ease of post-processing data, and usefulness in identifying no passing zones and creating striping plans. Cadell emphasized the importance of making Lidar data public for many potential applications. Finally, Caleb requested a link to the Lidar files. Cadell confirmed that their GIS and data team had uploaded the Metro Lidar data onto their network.

Adjourn
Chair Freitag asked if there were any additional announcements or updates. Caleb reminded the committee to keep an eye on the chat for links and updates shared during the meeting and to consider sharing updates on upcoming trainings. Finally, he asked that attendees reach out to him or Ted Leybold if they had questions about the Associate Transportation Planner position at Metro.

There being no further business, Chair Freitag adjourned the meeting at 2:28 p.m. The next online meeting will be December 13, 2023.