

TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday February 14, 1-2:30 p.m., online

Attendees:

Adrian Pearmine	STV Inc.
AJ O'Connor (Vice Chair)	TriMet
Alison Tanaka	City of Portland
Bassem Elazzabi	PSU/TREC
Bikram Raghubansh	City of Portland
Bradley Dillingham	SMART
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Grayson Isbell	ODOT
Ioana Cosmas	Clackamas County
Jabra Kasho	City of Beaverton
Jim Gelhar	City of Gresham
Jim Peters	Citizen Engineers
Joe Kirkland	City of Hillsboro
Kara Hall	Fehr & Peers
Katie Bell	ODOT
Maggie Lin	DKS
Mat Dolata	WSP
Matt Dorado	Washington County
Matt Egeler	City of Hillsboro
Mike Burkhart	ODOT
Nick Fortey	FHWA
Pam O'Brien	DKS
Scott Langer	WSDOT
Scott Turnoy	ODOT
Summer Blackhorse	Metro
Tammy Lee	PSU/TREC
Ted Leybold	Metro
William Farley	City of Lake Oswego

Introductions and Announcements

Vice Chair AJ O'Connor with TriMet, filling in for Chair Kate Freitag with the Oregon Department of Transportation (ODOT), called the meeting to order at 1 p.m. He asked for introductions and announcements. Caleb Winter with Metro shared an announcement about Pete Buttigieg's visit on the I-5 Interstate Bridge Renew.

'Round the Table Updates

- Caleb provided a safety update about a \$12 million funding allocation for truck parking facilities on I-5.
- Caleb also gave an update for the Traffic Incident Management (TIM) Coalition. He noted that trainings would be available through Dustin Ross and mentioned developing another meeting for the traffic assistance management team.
- Tammy Lee with Portal shared updates on the Portal homepage, ongoing work on the stations page, and the addition of bike and ped data for the region.
- Bikram Raghubansh with the Regional Intelligent Transportation Systems (ITS) Architecture and the City of Portland talked about the upcoming update for TSMO program investments for fall 2024 and briefly covered the Clackamas connections I-5/I-205 Integrated Corridor Management (ICM) Architecture draft of service packages. Birkam also gave updates on various projects for the City of Portland, including transit vehicle tracking and transit signal priority.
- Alison Tanaka with the City of Portland and Central Signal System mentioned they were waiting for further testing.
- Caleb also covered the ITS Network, noting that the Port of Portland should be online soon. He also mentioned an ITS network team meeting for April 24
- Scott Turnoy with ODOT gave updates on the I-5/I-205 ICM project. He noted that Scott and Dennis's team were working on system functional requirements. They are awaiting initial feedback from Chair Kate Freitag.
- Vice Chair O'Connor talked about an online seminar on next-gen Transit Signal Priority (TSP) that will take place February 16 and briefly covered a grant that TriMet applied for last year for road ice detection and when it may be offered.
- Caleb discussed the TSMO program funded projects, which provides funding for support, legal services, program evaluation, and training opportunities. He also mentioned the upcoming Regional Flexible Funds competitive process, with training sessions planned for April and July. Ted Leybold with Metro also added that they will adopt a program direction in May, which will be presented at the Transportation Policy Alternatives (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) in April and May.
- Matt Dorado with Washington County noted that they are still working on their ATC controller projects and conversions and will be training with the City of Beaverton soon.
- William Farley with the City of Lake Oswego announced upcoming improvements to their signal architecture.
- Scott Langer with the Washington State Department of Transportation (WSDOT) discussed ongoing work on the Central Signal System and ramp meters.

PORTAL/BikePed Portal 2024 Engagement and Enhancements (Action Item)

Tammy Lee gave a presentation and covered the PORTAL/BikePed Portal 2024 Engagement and Enhancements. She discussed the annual allocation of funding, with a significant portion dedicated to

user engagement and enhancements. She noted the impact of Covid-19 on their forecasting, proposed forming a community-based advisory committee and continuing bi-monthly portal user group meetings for future tasks.

Tammy Lee discussed offering in-person training sessions on various topics, including Structured Query Language (SQL), Python, and Application Programming Interface (API) interaction, which could be counted towards professional development credits. She also suggested the possibility of creating recorded tutorials and case studies using the portal. Caleb confirmed the value of the previous program and requested Python training for upcoming work. Vice Chair O'Connor inquired about the recording of the trainings Tammy clarified that while some interactive trainings might not be recorded, others like SQL could potentially be.

Tammy also discussed the proposed enhancement tasks, which included pedestrian volume estimation using signals and push button data, working on signal performance metrics, building a user interface similar to the ATS PM interface, and improving TriMet data dashboards. Tammy noted that some tasks would take more than a year to complete and also mentioned the possibility of creating a stop events data download tool and calculating travel time using station data.

Additionally, Tammy talked about potential improvements and enhancements to the travel time page, including the selection of specific stations, corridor selection, and the addition of a buffer index. She also suggested the incorporation of REX data and the possibility of considering additional performance metrics on a corridor level.

Alison Tanaka mentioned that a version of the Utah Open-source Code is already running for their data. Vice Chair O'Connor offered to discuss additional data if needed. Caleb suggested focusing on year one tasks and assigning more level of effort to desired areas. Tammy will follow up with committee members who responded to the survey for more details on their expectations of the final product.

Action

Caleb called a quorum. Vice Chair O'Connor made a motion to vote on the PORTAL/BikePed Portal 2024 Engagement and Enhancements annual allocation of funding. Ted Leybold with Metro and Mike Burkhart with ODOT seconded the motion on the list of year one projects for the PORTAL/BikePed Portal 2024 Engagement and Enhancements annual allocation of funding. The motion passed unanimously.

Adoptive Traffic Signals in a Multi-jurisdictional, Multi-modal Context

Matt Dorado with Washington County gave a presentation and discussed Adoptive Traffic Signals in a Multi-jurisdictional, Multi-modal Context. Matt covered the Upper Booms Ferry Active Corridor Management Project, funded by Metro Regional Federal Funds. The project aimed to enhance the Durham Road and Tigard area with improvements such as new controllers, detection improvements, adaptive signal control, a communication network, new Pan-Tilt-Zoom camera (PTZ) cameras, and the installation of a Hawk system beacon in front of the high school. The project also involved extensive fiber installation. The decision was made to allow Upper Booms Ferry and Durham to run freely, setting the stage for further projects.

Matt also discussed the utilization of ATC controllers at intersections to collect and analyze data and outlined the project's timeline and scenarios used for the before and after study. He concluded by discussing the metrics they looked at, including overall corridor travel time and travel time reliability with the adaptive system.

Further, Matt discussed the discrepancies in the calculation of the arrival on the red metric, HSPM, and index data counterparts. He emphasized the need for further research to better understand the data and the impact of flashing left turns on the data. Matt also reviewed the outcomes of adaptive system implementation, noting that overall intersection delay was slightly reduced during the AM and PM commuter periods and increased during the school PM peak period. He highlighted the issue of pedestrian delay, suggesting that maintaining a low cycle could reduce this. He concluded by mentioning an upcoming discussion on split failures and the successful operation of the Hawk system.

Adjourn

Vice Chair O'Connor asked if there were additional announcements for the good of the order.

- Caleb announced the Oregon ITE Winter Workshop was coming up next week.
- Scott Turnoy announced the NW transportation conference would be held in early March and that he would be facilitating TSMO-related sessions Monday afternoon. Vic Chair O'Connor noted that he would be offering a TSP workshop, as well.

There being no further business, Vice Chair O'Connor adjourned the meeting at 2:14p.m. The next online meeting will be held on March 13, 2024.