

TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday November 13, 2024, online

Attendees:

AJ O'Connor	TriMet
Adrian Pearmine	STV Inc.
Alex Page	TriMet
Bassem Elazzabi	PSU/TREC
Bikram Raghubansh (Vice Chair)	PBOT
Caleb Winter	Metro
Carl Olson	Clackamas County
Dock Rosenthal	City of Hillsboro
Dong Mei (Maggie) Lin	City of Beaverton
Dustin Ross	ODOT
Evan Yand	TriMet
Grayson Isbell	ODOT
Gregg Snyder	City of Hillsboro
Hanna Howsmon	Metro
Ioana Cosma	Clackamas County
Jabra Khasho	City of Beaverton
Jake Lovell	Metro
Jason Nett	TriMet
Jeremy Kwok-Choon	Metro
Jim Gelhar	City of Gresham
Jim Peters	Citizen Engineers
Joe Kirkland	Washinton County
John Fasana	Washington County
Jonathan Rand	City of Gresham
Kate Freitag (Chair)	ODOT
Luke Norman	TriMet
Mat Dolata	City of Hillsboro
Matthew Fouts	TriMet
Mike Burkhart	ODOT
Mike McLaughlin	TriMet
Nick Fortey	FHWA
Nicole Leonard	Lyt
Pam O'Brien	DKS
Randy Johnson	Washington County
Summer Blackhorse	Metro
Tammy Lee	PSU/Trec
Ted Leybold	Metro
William Farley	City of Lake Oswego

Introductions and Announcements

Chair Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1:01 p.m. She asked for announcements and updates.

'Round the Table Updates

- Caleb Winter with Metro provided an update on safety. He noted that Portland and Oregon State Police had conducted a coordinated one-day traffic enforcement event for high-crash corridors with traffic fatalities. They event resulted in 189 traffic stops, 150 citations, 116 warnings, four arrests, and one vehicle towed. Additionally, he discussed the ODOT Crash Analysis & Reporting Unit that provides initial fatal crash information with up to date geocoded information on fatal crashes in Oregon. Caleb also discussed the National Safety Council's Road to Zero Coalition's Massive Hazards: How Bigger, Heavier Light Trucks Endanger Lives on American Roads.
- Caleb gave an update on Traffic Incident Management's (TIM) Crash Responder Safety Week, noting the National Kickoff Webinar on November 18 at 10:00 am
- Tammy Lee with and Basem Elazzabi PSU/TREC noted that they had completed the ODOT Pedestrian signal data and a workshop. They are continuing to work on estimated pedestrian volume and ODOT meta-data and Travel time. They also reminded the committee the upcoming AOI workshop and signal performance metrics.
- Bikram Raghubansh with the Portland Bureau of Transportation (PBOT) provided updates on various projects, including the 82nd Avenue maintenance project, the expansion of the cloud-based TSP system, and the continuation of the ATC control upgrade project. He also mentioned the new sensor evaluation and installation of the new Kinetics mobility software.
- Caleb shared updates on switch replacements and the Port of Portland's network management. He mentioned that the Port of Portland is not currently connected to the ITS network, but they are considering reintroduction.
- Caleb also shared information on Metro's Regional Flexible Fund Allocation Step 2, and the Transportation Demand Management Strategy. He encouraged those interested to participate in a practitioner survey and reminded them about the toolbox for local transportation system plan updates.
- John Fasana with Washington County reported on the progress of the ATC controller upgrade and the implementation of Q-Free.
- Carl Olson with Clackamas County mentioned their ongoing ATC deployment project and encouraged participation in the upcoming Traffic Bowl event on November 21. He also mentioned a luncheon on electrification in happening in December.
- Nick Fortey with the Federal Highway Administration (FHWA) suggested a future discussion on integrating safety into the project development process.
- Jabra Khasho with the City of Beaverton reported on the completion of the ATC controller conversion.

ITS Network Management Team (NMT) Chair (Action Item)

Chair Freitag and Caleb Winter asked the committee to take action and vote for a new ITS-NMT Chair. Caleb noted that they had recommended Mike McLaughlin with TriMet as the nominee for ITS NMT Chair. Mike accepted the nomination.

Chari Freitag asked if there were any additional nominations. Hearing none, she asked for a motion to nominate Mike McLaughlin as the nominee for ITS NMT Chair. AJ O'Connor with TriMet motioned to vote to make Mike McLaughlin as the nominee for ITS NMT Chair. Carl Olson with Clackamas County seconded the motion.

Chair Freitag asked voting members of the committee to raise their hands if they were in favor. Caleb Winter with Metro, John Fasana with Washington County, Bikram Raghubansh with PBOT, Carl Olson With Clackamas County, Jim Gelhar with the City of Gresham for Multnomah County, AJ O'Connor with TriMet and Chair Freitag with ODOT were all in favor. There were no abstentions. The motion passed unanimously.

Hillsboro Smart Corridors and MAX Crossings

Greg Snyder with the City of Hillsboro and AJ O'Connor with TriMet gave a presentation on Hillsboro's Smart Corridors and Max Crossing that covers the results of recent traffic studies and the proposed Smart 185 project for the busiest north-south arterial. The project involves Hillsboro, Washington County and TriMet.

In October, the US DOT announced Advanced Transportation Technology and Innovation (ATTAIN) funding to significantly upgrade MAX train's on-board systems. This funding adds to local resources to replace old technology with cloud-based, machine learning systems.

Gregg discussed rail crossing and traffic management at the intersection of 185th Avenue and West Baseline Road in Washington County. He focused on the rail crossing and its impact on traffic and bus routes. He stated that the ultimate goal was to separate Max from street level to eliminate the at-grade crossing and the need for interim solutions to manage the intersection.

A.J. discussed the ATTAIN grant and highlighted the successful testing of a device to gather transit service provider (TSP) information. He explained that TriMet is shifting the equipment to Init SE CopilotTpc3, which will enable sending information well in advance to the Cloud for the arrival of trains at 185th Avenue. This will allow for better traffic coordination and reduce the impact of gate arms dropping.

Further, A.J. announced that the funds for the vehicle engineering project update will become available at the end of February 2025. The TriMet vehicle engineering team will be responsible for delivering the project and installing devices on light rail vehicles.

John Fasana with Washington County gave a detailed explanation of the current preempt sequence at the 185th and Baseline intersection, highlighting its complexity and challenges. He also discussed the potential issues with back-to-back train events and the signal's ability to maintain coordination.

John also discussed the challenges and solutions for the 185th and Baseline intersection in terms of pedestrian and vehicle movements, extensive queuing and delays, and potential safety concerns. He highlighted the need to manage these issues effectively and expressed optimism about the potential of advanced ETA on light rail vehicles to improve safety and efficiency. He also emphasized the importance of balancing technological solutions with the time and space limitations at the intersection.

Additionally, Randy Johnson with Washington County focused on the impact of preemption disruptions on bus services, specifically route 52. He discussed the issue of traffic congestions at the rail crossing that affects buses and pedestrians. He proposed a solution involving an expanded detection system that would track the queue and provide real-time, high-resolution queue detection. The system would also include new FLIR equipment and radar on the arms.

More, Randy mentioned the possibility of implementing Cloud TSP to predict arrival times and minimize delays. He outlined a plan to connect a fiber gap, add a new mast and radar queue detection, and develop a signal timing strategy. Finally, Randy noted that the Better Bus project that would allow bus-only movement to bypass through traffic and emphasized the need for input to develop the signal timing strategies and custom logic.

Gregg and Chair Freitag thanked the presenters for their detailed presentations on the project, noting that if there were any follow up questions to please send them to the team, Caleb Winter, or Chair Freitag.

Adjourn

Chair Freitag asked if there were any additional announcements. Caleb reminded to committee that he will continue to share information on funding options with everyone. Chair Freitag reminded the committee to provide them with more topics for discussion for future TransPort meetings.

There being no further business, Chair Freitag adjourned the meeting at 2:20 p.m. The next online meeting will be held online December 11, 2024.