

TransPort / draft summary

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)
Thursday December 11, 2024, online

Attendees:

AJ O'Connor	TriMet
Andrew Brown	ODOT
Bikram Raghubansh (Vice Chair)	PBOT
Caleb Winter	Metro
Carl Olson	Clackamas County
Dennis Mitchell	DKS
Dongmei Lin	City of Beaverton
Dustin Ross	ODOT
Grayson Isbell	ODOT
Hanna Howsmon	Metro
Ioana Cosma	Clackamas County
Jake Lovell	Metro
Jeremy Kwok-Choon	Metro
Jim Gelhar	City of Gresham
John Fasana	Washington County
Jonathan Rand	City of Gresham
Josh Roll	ODOT
Kate Freitag (Chair)	ODOT
Kate Gregory	Metro
Lake McTighe	Metro
Mike Burkhart	ODOT
Mike Southwick	WSDOT
Pam O'Brien	DKS
Patrick Kibui	Washington County
Patrick Marnell	Q-Free
Renee Mercado	ODOT
Scott Turnoy	ODOT
Steve Hoyt-McBeth	PBOT
Summer Blackhorse	Metro
Tammy Lee	PSU/Trec
Ted Leybold	Metro
Valency Astris	PBOT

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. Caleb Winter with Metro noted that [proposals for the Intelligent Transportation Systems \(ITS\) World Congress](#) deadline had been extended to January 10, 2025. Pat Marnell with Q-Free noted that the [Western District Institute of Transportation Engineers \(ITE\) would be holding webinars](#) on Friday December 13 and 19.

'Round the Table Updates

- Caleb provided an update on safety and Oregon Friendly Driver training.
- Dustin Ross with ODOT gave an update on Traffic Incident Management's (TIM) Crash Responder and the TIM training curriculum. The curriculum is being restructured into eight sections. He also mentioned the introduction of the new Division 50 law, which requires all responders to have TIM training within two years of hire. Further, Dustin shared that he plans to train more instructors and increase awareness about road hazards and railway safety.
- Tammy Lee with PSU PORTAL discussed the ongoing work with the user interface, with a demonstration expected at the next PUG meeting. She also mentioned the upcoming metadata updates, which will include new stations and volume-based performance metrics. Additionally, she talked about the workshop on APIs and a potential future workshop on manual count data conversion.
- Bikram Raghubansh with the Portland Bureau of Transportation (PBOT) provided updates on various ITS projects, including the completion of the Transportation Systems Management and Operations (TSMO) ATC phase 2 project. He also discussed the expansion of Transit Service Providers (TSPs) intersections and the ongoing work with Central Signal System.
- Grayson Isbell with ODOT noted that the January Cooperative Telecommunications Infrastructure Committee (CTIC) is cancelled. The next meeting will be held on March 15, 2025.
- Caleb shared updates on the Intelligent Transportation System (ITS) network. He noted that the Port of Portland will not be rejoining the network, and that the network will be replacing switches and is requesting \$1000 per agency to accomplish that goal. The next ITS Network meeting will be held on January 22, 2025.

Systemic Safety Analysis

Lake McTighe with Metro gave a presentation on Systemic safety Analysis. She discussed the importance of addressing transportation system safety issues and highlighted high risk and pedestrian fatal crashes on straight roadways without medians and in dark or dim conditions. Lake explained the crash profile, which accounts for 29% of pedestrian traffic deaths in the region and 10% of all traffic deaths. She also mentioned the potential benefits of medians for increasing safety for all modes, but especially for pedestrians.

Lake drew the committee's attention to maps showing the location of fatal pedestrian crashes and the crash profile, emphasizing that a high concentration of these crashes occurs in equity focus areas and high injury corridors. Finally, she discussed potential countermeasures to reduce pedestrian deaths, such as complete sidewalks, medians, pedestrian-scale lighting, and road diets.

Scott Turnoy with ODOT discussed the need for better roadway data in order to develop a more robust analysis. Josh emphasized the importance of having network and intersection level data to identify risky locations.

Josh shared ODOT's Vulnerable Road User research on vehicle size and pedestrian injury severity https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis

Josh also shared a working paper where data is added as the project continues: https://joshroll.shinyapps.io/Oregon_Pedestrian_SPF_Explorer

Josh expressed support for integrating Metro and other agency data.

Lake shared findings from researcher Patricia Tice, Ph.D., who observed pedestrians believe drivers at speeds of 35 MPH see them and believe drivers at 45 MPH do not see them.

<https://www.cutr.usf.edu/2022/11/driverpsychologyftss/>

Speed and Red Light Camera Survey Results

Steve Hoyt-McBeth and Valency Astris with PBOT gave a presentation on the City of Portland's Speed and Red Light Camera Survey results. Steve emphasizing the importance of automated enforcement in high crash corridors and streets.

Valency discussed the challenges faced in installing cameras in a dense urban environment. He highlighted issues such as constrained right of way, tree codes, lack of street space, and the need for constructing new poles. Valency also mentioned the difficulty in obtaining power and the brightness of camera flashes, which could potentially impact nearby residents.

Additionally, Valency expressed concern about vendor engineering and construction subcontracting, a lack of control over the process, and the issue of recorded data ownership. He pointed out the lack of a clear data format and ownership in the current contract, as well as the need for better engineering quality. He concluded by emphasizing the importance of having a clause in contracts that requires the vendor to have someone on-site for quality control.

Steve and Valency also discussed the progress of their automated enforcement program, which includes fixed speed and intersection safety cameras. They reported a 24% increase in citations over the previous year and shared survey results indicating strong support for the program, with 83% of respondents agreeing that speeding laws need to be enforced. They also discussed plans to expand the program and train non-sworn officers (currently there are three) to review and issue citations.

Josh Roll with ODOT asked about using cameras to measure speed and volume and the need to redo their contract. Valency noted that they had drafted language for future requests for proposals (RFPs) and that the new contract should reflect the updated language.

The committee discussed the challenges of enforcing traffic laws and the need for a group effort to improve traffic safety. Caleb asked how many respondents out of the 2000 were non-English speaking. Steve noted that 85% were white but that PBOT had held a workshop for the BIPOC community to get input on where cameras would be placed.

Lake asked about respondent's perceptions of speeding. Steve stated that they covered traffic laws in the survey in an effort to get respondents thinking about speed laws and limits.

Further, Josh offered to share the results of the statewide automated speed enforcement survey, once available. Finally, Chair Freitag asked the committee to send additional questions or comments to Steve and Valency, as well as her and Caleb.

Adjourn

Due to time constraints, Chair Freitag asked the committee to send in any critical agency updates that were not shared during the meeting to her or Caleb. Caleb will collect and distribute them.

There being no further business, Chair Freitag adjourned the meeting at 2:33 p.m. The next online meeting will be held online, January 15, 2025, at 1 p.m.