

# *TransPort / draft summary*

TransPort, Subcommittee of Transportation Policy Alternatives Committee (TPAC)  
Thursday February 12, 2025, online 1 to 2 p.m.

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## **Attendees:**

AJ O'Connor	TriMet
Andrew Brown	ODOT
Basem Elazzabi	PSU/TREC
Bikram Raghubansh (Vice Chair)	PBOT
Briana Calhoun	Fehr & Peers
Cadell Chand	Washington County
Caleb Winter	Metro
Carl Olson	Clackamas County
Dongmei Lin	City of Beaverton
Grayson Isbell	ODOT
Hanna Howsmon	Metro
Ioana Cosma	Clackamas County
Jabra Khasho	City of Beaverton
Jeremy Kwok Choon	Metro
Jim Peters	Citizen Engineers
Joe Kirkland	Washington County
John Fasana	Washington County
Jonathan Rand	City of Gresham
Kate Freitag (Chair)	ODOT
Matt Egeler	City of Hillsboro
Mike Burkhart	ODOT
Nick Fortey	DKS
Saba Doulabi	TriMet
Summer Blackhorse	Metro
Tammy Lee	PSU/TREC
Theresa Rohlf	ODOT
William Farley	City of Lake Oswego

## **Introductions and Announcements**

Chair Kate Freitag with the Oregon Department of Transportation (ODOT) called the meeting to order at 1:02 p.m. She asked for announcements and updates. Caleb Winter with Metro announced the Oregon Active Transportation Summit (OATS) and the ACT Transportation Demand Management Policy Circle meeting coming in the fall. Jim Peters with Citizen Engineers announced that the Community Cycling Center would hold Transportation Trivia on April 23 in the Radio room.

## **'Round the Table Updates**

- Caleb provided a safety analysis of traffic deaths from 2017 to 2021, calling out Northeast Marine Drive as a high fatality area. He discussed the use of wide, white edge lines that extend six inches and the City of Portland's installation of reflective metal roadside delineators as good countermeasures for safety.
- Caleb reminded the committee about the Traffic Incident Management's (TIM) Crash Responder training curriculum and the Incident Response Ride-along. He asked that they reach out to Dustin Ross, ODOT's Incident Management Coordinator for more information on meetings and training.
- Tammy Lee with PSU Portal gave an update on their travel time page, the CADES comparison, the EcoCounter API transition and the ramp data added to the stations page. Further, she announced the AQI workshop on February 20, the BikePed Portal workshop on the 27, the PUG meeting on March 6, and noted that NSF REU applications will be due March 30.
- Bikram Raghubansh with the Portland Bureau of Transportation (PBOT) provided updates on the delay in the Central Signal System software and noted that regional partner status was taking more time. Bikram also covered the City's evaluation of their non-invasive detection system's current standards and noted that LiDAR seemed promising. Further, Bikram covered Transportation Systems Management and Operations (TSMO) projects that are making progress on controller upgrades, and their partnership with the City of Gresham on upgrading their controllers. Bikram also covered the next-gen transit service providers (TSP) expansion on the Hawthorne corridor, the Division crossing, and additional signals for TSP with the Better Bus team.
- Grayson Isbell with ODOT noted that the Telecommunications Infrastructure Committee (CTIC) will be held March 19.
- Caleb shared updates on the Intelligent Transportation System (ITS) network. He stated that Mike McLaughlin would be their new Chair and that the next meeting will be held on April 23. Caleb pointed out that Oregon section of the network will need to send match funds to ODOT to purchase switches. He also noted that ITS had heard from nearly all participants but that three of nine are still checking financials. Caleb and Chair Freitag will continue to work with agencies on funding and next steps.
- AJ O'Connor with TriMet stated that their Federal Highway Administration (FHWA) ATTAIN grant is currently on hold. Additionally, he noted that TriMet is looking at spot improvements with TSP for line 33 and are in discussion with Clackamas County about possible locations to start with TSP. Finally, AJ noted that they are finalizing their report to FHWA for the original TSP project.
- John Fasana with Washington Count announced they are wrapping up our ATC controller conversion project.
- Carl Olson with Clackamas County noted that they are starting work with TriMet on pilot spot locations for TSP and looking at additional areas on Sunnyside. Additionally, they are exploring

fiber rings for the City of Lake Oswego and Sunnyside. Finally, he stated that they are kicking off ARTs projects from funds slated for 2024-2027 and continuing with their signal conversions.

- Dongmei Lin with the City of Beaverton gave updates on a contract they were awarded and noted that they will be starting construction the Washington Square Adaptive Project when the equipment arrives in early March. She also stated that they had identified one location for a TSP pilot for Better Bus.
- Chair Freitag with ODOT discussed their STIP project and noted that they will re-time a number of ODOT corridors as well as replace several VMS and cameras. Further, she announced that the I-5 ATM project from Terwilliger to the Marquam Bridge should be starting construction soon.
- Caleb gave an update on Metro, stating that Nick Fortey with Federal Highway Association (FHWA) has answered questions about TSMO funding. Caleb also noted that he will talk with partners about the regional flexible fund process and federal funding, and asked if anyone had a related project that has received a stop work order. Further, Caleb discussed TransPort homework and asked the committee to review and approve the December and January meeting summaries. Caleb also recognized Metro's Resource Developments intern, Jeremy Kwok Chun for his hard work. Caleb then asked the committee to fill out the shared project status sheet that helps keep track of each project's work status and when evaluation results might be ready. Finally, he discussed the TSMO workplan and how they could potentially update TransPort and other groups, as well as what might be helpful for future evaluation work.

### **Pedestrian Volumes Using Ped Push-button Data**

Basem Elazzabi with Portland State University TREC gave a demonstration on Pedestrian Volumes Using Ped Push-button Data. He discussed project implementation models using push-button actuations from signal data to estimate pedestrian volumes.

Basem noted the chart type and data availability. He pointed out that users can pick the date and time range they are interested in, and that date could be limited to a specific hour. Basem also pointed out that they receive data in 15 minute increments but that the data will not make sense below one hour. He noted that they have one hour and one day per phase. Basem also pointed out the phases would be counted by twos. Further, he stated that users could choose to apply a metric of either the total volume or the average across all phases if they interested in a specific phase.

One item he noted was that the number of phases was different from one intersection to another, meaning that the phase assignments within a single intersection would give more context to the user. Additionally, users can pick the metric that they want for quantity and compare years, months, weeks, or days. Next steps include working with other regional agencies to replicate the process and apply the same models.

Caleb asked where the station ID's were coming from. Chair Freitag noted IDs come from the actual cabinet number and noted that ODOT signal data is coded to that cabinet for that location. John stated that it looked like the volume was actually a calculated volume and asked if it would be estimated by the number of pedestrian push-button actuations.

Tammy put a link in the chat to the original research that was done and stated that all the data that was used to develop the three models was taken from ODOT, PBOT and possibly Washington County. Dongmei asked if they had considered using this data to look at pedestrian delay in terms of the time they push the button until the time they get served. Basem stated that they get a small

subset of that data aggregated to 15 minutes, so repeated button pushing within that time span counts as one push.

**Adjourn**

There being no further business, Chair Freitag adjourned the meeting at 2:01 p.m. The next online meeting will be held online, March 12, at 1 p.m.