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# 191899

Emergency Ordinance

## **\*Amend Intergovernmental Agreement with Oregon State University and provide matching funds in the amount of \$125,000 to evaluate traffic signal detection types in support of the Rest-On-Red pilot on SE Powell Blvd and other high crash corridors (amend Contract 30008054)**

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. In 2022, the Portland Bureau of Transportation contracted with Oregon State University to evaluate several multi modal traffic signal location in the City of Portland.
2. In March 2022, through Ordinance 190739, the Council approved contract number 30008054 for Oregon State University to complete the evaluation of the traffic signal locations.
3. In 2024, The Portland Bureau of Transportation agreed to provide Oregon State University with \$125,000 for a research project to evaluate traffic signal detection types and additional traffic signal locations
4. Oregon State University has provided the City of Portland with a draft Scope of Work and requires the funds committed to by then Bureau in the amount of \$125,000; and
5. The City has an interest in creating a transportation system that is safe, comfortable, and accessible to people of all ages and abilities; and
6. This research will evaluate the ability of existing, and new, traffic signal detection in assessing the speed and class of approaching vehicles; and

### Introduced by

[Mayor Ted Wheeler;](#)  
[Commissioner Mingus Mapps](#)

### City department

[Transportation](#)

### Contact

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Engineer II

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### Requested Agenda Type

Regular

### Date and Time Information

<b>Requested Council Date</b>
September 25, 2024
<b>Time Requested</b>
15 minutes

7. Data about vehicle speed and classification are essential to understanding the role traffic signal timing and operations play in the safety, comfort, and accessibility for people of all ages and abilities using the transportation system; and
8. This research will evaluate signal retiming strategies to reduce speeding opportunities in High Crash Network corridors; and
9. Through the Vision Zero program, the City and our partners are working to eliminate deaths and serious injuries on our streets; and
10. The city has identified signal timing as a treatment that can be used to redesign dangerous streets to encourage safe speeds; and
11. The Bureau's level of confidence in the cost estimate for this project is high based on previous research completed by Oregon State University to evaluate Central City in Motion (CCIM) bicycle designs

NOW, THEREFORE, the Council directs:

- A. That the Deputy City Administrator is hereby authorized to execute an Amendment to the Intergovernmental Agreement with Oregon State University in a form similar to the attached Exhibit A and provide a contribution on behalf of the City of Portland to Oregon State University in the amount of \$125,000
- B. The Deputy City Administrator is authorized to execute amendments, approved as to form by the City Attorney, to the scope of the services or the terms and conditions of this Agreement, provided the changes do not increase the City's financial risk. Increases to the contributory amount must be approved by the City Council.

Section 2. The Council declares that an emergency exists because a delay would unnecessarily delay the City's ability to perform the activities authorized by the Intergovernmental Agreement; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

## Exhibits and Attachments

 [Exhibit A](#) 122.96 KB

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council  
September 25, 2024

Auditor of the City of Portland  
Simone Rede

## Impact Statement

### Purpose of Proposed Legislation and Background Information

- Amend an Intergovernmental Agreement (contract no 30008054) with Oregon State University and provide matching funds in the amount of \$125,000 to support a research project to evaluate several traffic signal detection types in support of signal timing and operations (Ordinance)
- Three intersections on High Crash network Corridors (SE 28<sup>th</sup> and Powell, SE MLK Jr Blvd and E Burnside St, and SE 82<sup>nd</sup> Ave and Foster Blvd) will be analyzed before and after installation of new traffic detection units to evaluate driver behavior around new signal timing and operations. Findings will be used to justify existing pilot Rest-on-Red operations and inform future designs.
- One High Crash Corridor (SE 82<sup>nd</sup> Ave) will be used to evaluate safety and operations metrics that can be used to analyze before and after implementation of signal retiming to reduce speeding opportunities. Findings will be used to adjust performance measurement and deploy signal retiming strategies on other High Crash Corridors (such as 122<sup>nd</sup> Avenue).

### Financial and Budgetary Impacts

- Total project cost is \$125,000 funded using the Fixing Our Streets II Safer Intersections project.
- Costs for this project will be posted to Portland Bureau of Transportation (PBOT) Fixing Our Streets II Safer Intersections T01064.D19, which are included in PBOT's FY 24-25 budget and five-year CIP forecast.
- The project has three parts. The traffic signal detection technology is estimated to be \$55,000. The Rest-On-Red evaluation is estimated to be \$45,000. The speed management evaluation using existing advanced radar detection is estimated to be \$25,000. The cost estimate was provided by Oregon State University based on a scope of work developed in collaboration with the Portland Bureau of Transportation.
- There is no additional funding requested.
- This project builds on research completed by Oregon State University as part of the evaluation of vehicle speed management evaluation project.

## Community Impacts and Community Involvement

None

### 100% Renewable Goal

- The Project itself has no significant impact on the City's total energy use – either renewable or otherwise
- The evaluations in the project will help inform signal operations that may otherwise increase vehicle emissions

### Financial and Budget Analysis

This action amends an intergovernmental agreement with Oregon State University and matches funds of \$125,000 to support the Rest-on-Red pilot. Associated expenditures are included in PBOT's FY2024-25 Adopted budget and CIP, backed by local gas tax revenues. No additional appropriations are required.

### Document History

Item 826 Regular Agenda in [September 25, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/9/25)  
(<https://www.portland.gov/council/agenda/2024/9/25>)

City Council

Passed

Aye (4): Mingus Mapps, Carmen Rubio, Dan Ryan, Rene Gonzalez

Absent (1): Ted Wheeler