

IMPACT STATEMENT

Legislation title: *Authorize application to the Transportation Research Board for a grant in the amount of \$150,000 for research and evaluation of best practices for improving safety around streetcar tracks for bicycles (Ordinance)

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Purpose of proposed legislation and background information:

In 2014, PBOT applied for an IDEA Transit grant from the Transportation Research Board (TRB) to undertake development of research-based solutions for reducing rail-related bicycle crashes.

The proposal ranked highly but was not awarded a grant due to funding constraints in the TRB's program. Staff encouraged PBOT to reapply based upon the strength of the grant application in its collaborative partnership approach, innovative research and the potential for applicability of research findings to streetcar systems in other cities.

PBOT is again partnering with Portland Streetcar Inc (PSI), Portland State University (PSU) and Oregon State University (OSU) to apply for IDEA grant funds in 2015. PBOT, PSI, PSU and OSU are all providing in-kind match of staff time in the amount of \$50,000 and are hopeful that project will be funded in the 2015 round.

The grant application for the first review cycle is due May 1, 2015. Should the research not be funded in the May cycle, then an opportunity exists for application in the second review cycle in November 2015.

Financial and budgetary impacts:

The grant application is for the amount of \$150,000. If awarded, PBOT will return to Council to amend its budget and accept the grant. Local match will be for staff time and materials in the amount of \$50,000.

Community impacts and community involvement:

Overall streetcar transit system safety would be improved with a reduction in rail-related bicycle crashes which would benefit both patrons and the traveling public at large. The project would be of particular benefit to individual cyclists, whether Portlanders or those visiting the city, due to increased safety if the research results produce better outcomes for streetcar-bicycle interactions.

If the research project is funded, a technical advisory committee would be convened and a survey of Portland cyclists would be conducted. After possible guidance solutions are developed, a human factors research phase follows. In this phase, OSU's high-fidelity bicycle simulator would be temporarily relocated to PSU in order to test the effectiveness of possible solutions at key conflict locations. Volunteer cyclists from the Portland area would be sought to participate in the simulator testing phase at PSU and provide feedback.

Should simulator results identify potentially effective solutions, the project would implement and test strategies in an installation and monitoring phase.

Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ **YES:** Please complete the information below.
☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 4-3-15