

IMPACT STATEMENT

Legislation title: *Authorize an Intergovernmental Agreement with Oregon State University and provide matching funds in the amount of \$110,000 to support a research project to evaluate countdown bicycle signals, left-side bicycle facilities, and speed management at signalized intersections (Ordinance)

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Purpose of proposed legislation and background information:

- The purpose of this ordinance is to authorize an Intergovernmental Agreement with Oregon State University and provide matching funds in the amount of \$110,000 to support a research project to evaluate countdown bicycle signals, left-side bicycle facilities, and speed management at signalized intersections.
- Two Central City in Motion (CCIM) projects (Better Naito Forever and a Better SW 4th Avenue) will be analyzed before and after construction to evaluate bicycle safety and comfort, especially with respect to conflicts between turning vehicles, buses, and bicyclists at signalized intersections. Findings will be used to justify existing bicycle facilities and inform future designs.
- One High Crash Corridor (NE Martin Luther King, Jr. Blvd) 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 82nd Avenue).

Financial and budgetary impacts:

- Total project cost is \$110,000 funded using Build Portland funds for the Central City in Motion projects Better Naito Forever and a Better SW 4th Avenue; and Heavy Vehicle Use Tax (HVUT) funds from the NE Martin Luther King, Jr. Blvd Intelligent Transportation Systems (ITS) project.
- Costs for this project will be posted to Portland Bureau of Transportation (PBOT) Signal Reconstruction Project T00907 and PBOT Intelligent Transportation Systems (ITS) Project T00732, which are included in PBOT's FY 2021-22 Adopted Budget and five-year CIP forecast.
- The project has three parts:
 - The countdown bicycle signal evaluation on Naito Pkwy is estimated to be \$25,000.
 - The left-side bicycle facilities evaluation on SW 4th Avenue is estimated to be \$35,000.
 - The speed management evaluation on NE Martin Luther King, Jr. Blvd is estimated to be \$50,000.
- 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-bus-bicycle user safety in Rose Lane projects.

Community impacts and community involvement:

- None.

Budgetary Impact Worksheet

Does this action change appropriations?

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

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