

Program #91031 - Pedestrian Crossing 7/7/2014

Department:	Community Services	Program Contact:	Brian Vincent
Program Offer Type:	Innovative/New Program	Program Offer Stage:	As Adopted
Related Programs:	91013, 91020		
Program Characteristics:	One-Time-Only Request		

Executive Summary

County major roadways are severely deficient in Pedestrian Crossing points. Previous roadway designs focused on vehicle transit and managed pedestrian crossings predominantly only at intersections. Pedestrians tend to cross at points other than intersections due to the long distances between those intersections. Installation of mid-block crossings can improve pedestrian safety, especially near high-use corridors like shopping centers and schools.

Program Summary

For this initiative, we will purchase and install two Rapid Rectangular Flashing Beacons (RRFB) systems at locations to be determined jointly by County Transportation Staff and the Multnomah County Pedestrian Citizens Advisory Committee. Prime locations are on County's major roadways in East County (examples; NE Halsey St, NE 242nd Ave, NE 257th Ave, NE Glisan St). These RRFBs are the current trend in improving pedestrian safety and have been shown to be highly effective at increasing driver awareness of pedestrian crossing activity and reducing collisions with pedestrians.

Locations anticipated as part of this are:

1. NE Halsey at NE 236th Ave (Wood Village). This area serves transit connection and a hotel.
2. NE Halsey at NE 243rd Ave (Wood Village). This area serves transit connection, a local school and a city park.

Performance Measures

Measure Type	Primary Measure	FY13 Actual	FY14 Purchased	FY14 Estimate	FY15 Offer
Output	Number of signal systems installed	0	0	0	2
Outcome	Driver compliance for stopping at activated signal	0	0	0	80%

Performance Measures Descriptions

Installation of the signals will impart a safer crossing condition at the locations identified. To test the efficacy of that installation, several filed surveys will be conducted to determine overall % of driver compliance. Ideally 100%, ultimately it is a driver behavior that cannot be managed 100%.

Revenue/Expense Detail

	Proposed General Fund	Proposed Other Funds	Proposed General Fund	Proposed Other Funds
Program Expenses	2014	2014	2015	2015
Materials & Supplies	\$0	\$0	\$40,000	\$0
Total GF/non-GF	\$0	\$0	\$40,000	\$0
Program Total:	\$0		\$40,000	
Program FTE	0.00	0.00	0.00	0.00

Program Revenues				
Total Revenue	\$0	\$0	\$0	\$0

Explanation of Revenues

Significant Program Changes

Last Year this program was: